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# Editorial

**F**or this month's Lancia Stratos feature, I spoke to Steve Perez about his experiences rallying one. The conversation turned to an accident that he suffered in 2013, when, at high speed on a night stage in Dalby, the little Lancia got away from him over some bumps. The affable Perez is a four-time national champion, but even he admitted that the car swapped ends in an instant, before he'd really registered it.

The fact that somebody as talented as him readily confesses that he finds the short-wheelbase Stratos a handful tells you all need to know about its on-the-limit characteristics. There is footage of the accident on YouTube, but there is also a minute or so of clips showing Perez and co-driver Paul Spooner on the 2012 Wales Rally GB. It's this sequence that really gets to the heart of the sometimes-wayward but hugely charismatic Lancia's appeal, its glorious V6 bark echoing around the valleys and forests as the car flicks one way then the other. It's a sight and sound that can't fail to give you goosebumps – rallying's equivalent of the Matra V12.

Driving the featured example – at far more sedate speeds than the likes of Perez, I should add – brought to mind Murray Walker's thoughts after his ride in the two-seater McLaren F1 car: "If you ever think that life is dull and ordinary, and things are passing you by, you should try this... *fabulous*." **JAMES PAGE**

## Griffin gets into gear



This year, I made my first visit to Kop Hill and was bowled over by the quality of the entry. On the first day, I was a passenger in (and later drove) Paul Clayson's ex-ETCC Vauxhall VX4/90. On the Sunday, I was entrusted with the Heritage Centre's 30-98, David Kirke being on hand to give tuition. Never have I had such a public forum in which to make my first few gearchanges in a vintage car that I'd never driven before. Having crunched first to second, then second to third, I had to go back down the 'box near the top of the hill. You wouldn't believe the relief when I did it quickly and silently. After a bit of practice, the second run was a great improvement.

## Online offerings



Among our free wallpapers this month is this stunning photo of the Lancia Stratos



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### CLASSIC & SPORTS CAR

HAYMARKET CONSUMER MEDIA,  
TEDDINGTON STUDIOS, BROOM ROAD,  
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Classified advertising 020 8267 5937

Production 020 8267 5262

Web [www.classicandsportscar.com](http://www.classicandsportscar.com)

E-mail [james.page@haymarket.com](mailto:james.page@haymarket.com)

### EDITORIAL

TEL 020 8267 5399

FAX 020 8267 5318

WEBSITE [www.classicandsportscar.com](http://www.classicandsportscar.com)

MAGAZINE EDITOR James Page [james.page@haymarket.com](mailto:james.page@haymarket.com)

DEPUTY EDITOR Malcolm Thorne [malcolm.thorne@haymarket.com](mailto:malcolm.thorne@haymarket.com)

ART EDITOR Martin Port [martin.port@haymarket.com](mailto:martin.port@haymarket.com)

CHIEF SUB EDITOR David Evans [david.evans@haymarket.com](mailto:david.evans@haymarket.com)

DESIGNER Mei Hau [mei.hau@haymarket.com](mailto:mei.hau@haymarket.com)

DIGITAL EDITOR Greg MacLeman [greg.macleman@haymarket.com](mailto:greg.macleman@haymarket.com)

CHIEF PHOTOGRAPHER Tony Baker [tony.baker@haymarket.com](mailto:tony.baker@haymarket.com)

PHOTOGRAPHER James Mann

EDITORIAL SECRETARY Cathy Wythe [cathy.wythe@haymarket.com](mailto:cathy.wythe@haymarket.com)

EDITOR AT LARGE Simon Taylor [simontaylor@stoveboltsspecial.com](mailto:simontaylor@stoveboltsspecial.com)

SENIOR CONTRIBUTORS Julian Balme, Martin Buckley, Jon Pressnell

EDITOR IN CHIEF Mick Walsh [mick.walsh@haymarket.com](mailto:mick.walsh@haymarket.com)

GROUP EDITOR James Elliott [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)

GROUP EDITOR IN CHIEF Steve Cropley

### SUBSCRIPTIONS

UK TEL 08448 488835 E-MAIL [classicandsportscarservicehelpline.co.uk](mailto:classicandsportscarservicehelpline.co.uk)

OVERSEAS TEL +44 (0)1795 592976 USA TEL 1 888 201 5267

USA E-MAIL [usaclassicandsportscar@servicehelpline.co.uk](mailto:usaclassicandsportscar@servicehelpline.co.uk)

### ADVERTISING

E-MAIL [ads.C&SC@haymarket.com](mailto:ads.C&SC@haymarket.com)

Commercial/display

TEL 020 8267 5377

FAX 020 8267 5312

Private/classified

TEL 020 8267 5937

FAX 020 8267 5404

GROUP COMMERCIAL DIRECTOR Ben Guynan

HEAD OF SALES Tahir Saleem

SALES TEAM Claire Henderson, Nabila Moughal, Massimo Cristallo,

Rez Mellar, Isabelle McKeever

SPECIAL PROJECTS MANAGER John Deverell

### PRODUCTION

Ailsa Donovan (manager), Lee Brister, Kevin Conroy, Anna Gray,

Abbey Gunner

### USA ADVERTISING OFFICE

Sharon Spurlin, 14215 River Rat Road, Athens, AL 35611

TEL +1 954 579 5280

E-MAIL [classicadsg@hughes.net](mailto:classicadsg@hughes.net)

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### PUBLISHING

GROUP DIRECTOR Tim Bulley [tim.bulley@haymarket.com](mailto:tim.bulley@haymarket.com)

PUBLISHING TEAM Angelina Thompson (publishing manager), John

Rumble (senior marketing executive), Jamie Ballantyne (head of newstrade

marketing), Nigel Donnelly (product manager)

INTERNATIONAL DIRECTOR Alastair Lewis [alastair.lewis@haymarket.com](mailto:alastair.lewis@haymarket.com)

SYNDICATION ENQUIRIES Isla Friend [isla.friend@haymarket.com](mailto:isla.friend@haymarket.com)

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### BACK NUMBERS

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TEL 08448 488835

OVERSEAS TEL +44 (0)1795 592976

E-MAIL [classicandsportscarservicehelpline.co.uk](mailto:classicandsportscarservicehelpline.co.uk)

EDITORIAL DIRECTOR Mark Payton

STRATEGY & PLANNING DIRECTOR Bob McDowell

MANAGING DIRECTOR David Prasher

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1931 Bentley 4 Litre



1982 Ferrari Berlinetta  
Boxer 512 BB



Alfa Romeo 8C



1955 Porsche 356 Carrera - RHD



1972 Ferrari 246 GT Dino



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Manor Court, Lower  
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### COYS EUROPE

Michael Haag  
Elisabethstr. 4,  
D-68165 Mannheim,  
Germany  
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Fax: +49 (0) 621 415551  
coyseurope@web.de

### COYS EASTERN EUROPE AND GREECE

Dimitrios Spyropoulos  
Tel: +44 758 296 2289  
dimitrios@coys.co.uk  
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### COYS ITALIA

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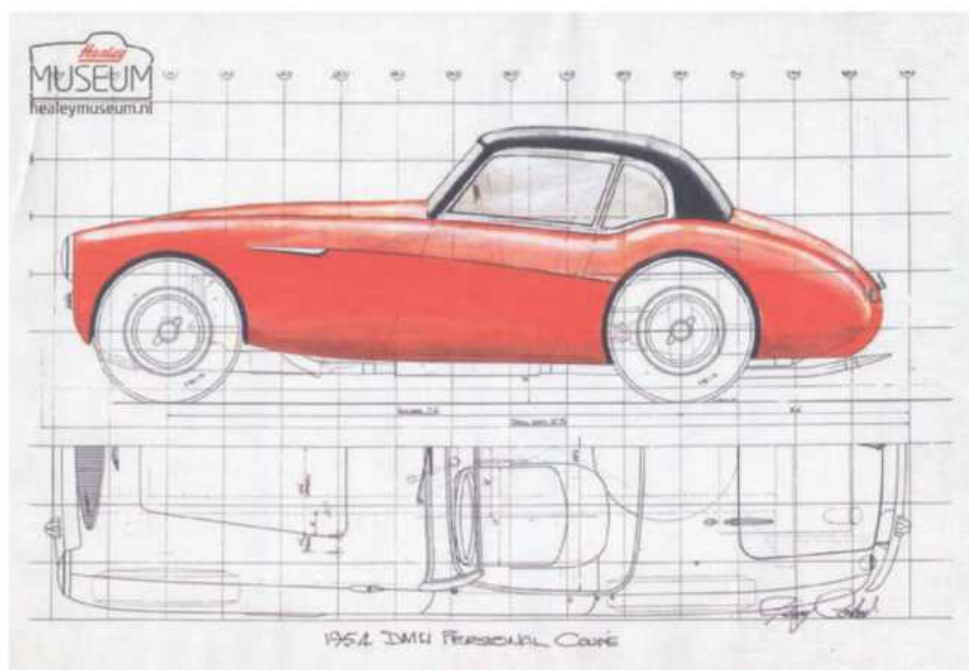


#### HIGH-SPEED FARM MACHINERY

William Medcalf goes off-road in the Pacey Hassan during the Benjafield's Racing Club's first Stubble Racing Revival on 3 October. More than 30 cars entered the event at Abrey Farm in Thetford, with competitors tackling tests and regularities – plus a maze in a maize field Jim Houlgrave

#### PENNING THE HEALEY HARDTOP

While researching the history of ONX 113 (page 146), Joe Jarick came across this Gerry Coker drawing. Following his experience with the other 100 coupé, notes Jarick, Coker gave the rear deck a different treatment in an effort to create a more blended form *Healey Museum*







#### **AN AFRICAN ADVENTURE**

Paul and Chris Hartfield carefully pick their way towards Marrakesh aboard their 1937 Packard during the Sahara Challenge, held from 5-14 October. The event took crews from Toledo to Córdoba and Tangiers, via a mountainous route *Gerard Brown*

#### **FRENCHMEN ON PARADE**

John Dryhurst's trip to the 1962 Belgian Grand Prix (page 142) turned into a minor European tour. On his way home, he drove his Mini van through Paris, where he took this atmospheric shot of Bastille Day preparations near the Arc de Triomphe *John Dryhurst*





# STIRRING ENTRY TACKLES KOP HILL

An impressive 250-plus cars and motorcycles descended upon Kop Hill on 19-20 September for the seventh revival meeting. Four-wheelers taking part ranged from Alan Hollett's evocative 1904 Rambler H to modern supercars, while six classes reflected the popularity of motorbikes at the historic Buckinghamshire venue in period.

The focus is placed very much on pre-WW2 vehicles, though. The organisers attracted a group of 20 Edwardians and 70 vintage models. Post-vintage cars included Bill

**'The 1922 Tourist Trophy Sunbeam drew a crowd in the paddock every time its bonnet was raised'**

Haxworth's stunning Bentley 8 Litre, which tackled the steep climb with ease. Crowd favourites included Chris Parkhurst's 'rat look' Austin Seven and David Beddoes' Model T Speedster.

C&SC's Simon Taylor was as spirited as ever aboard the Stovebolt Special in the post-war class, where he was joined by former Tyrrell and McLaren stalwart Jo Ramírez in a Jaguar XK120.

The Brooklands Museum took along a stunning selection of cars,



From top: Wolseley takes to the hill; gorgeous Lagonda Rapier rubs shoulders with Riley



Fantastic Type 13 Bugatti awaits its turn



Alvis ready to go; TR4 and Italia (below)

including the fabulous Napier-Railton and the 1922 Tourist Trophy Sunbeam. The latter drew a crowd in the paddock every time its bonnet was raised to show off the handsome straight-eight.

Ian Tomlinson travelled all the way from the Lake District in his Triumph Italia, and was rewarded with the Peter Lewis Trophy for the car that spectators would most like to take home. The Rookie Racers, meanwhile, came out on top in the Beaumont Cup soapbox challenge.







In exchange for a small donation to charity, visitors will be able to try a 300SL for size



Brough will be celebrating 80th birthday



Pride of Ownership should be a highlight

## Private classics take pride of place

For the first time in its 32-year history, the Lancaster Insurance Classic Motor Show is inviting privately owned classics to be part of a Pride of Ownership display at the 13-15 November fixture. The 15 vehicles will include Mark Stewart's '37 Austin Seven van and Luke Greenwood's '68 Ford Mustang Rainbow, one of only two survivors.

There should be plenty of scope for clubs to interpret the theme

– She's a Beauty – which is one of the centrepieces at the NEC. The organiser also plans to profile the women involved in the classic scene.

If you fancy sitting in Ed Daniels' beautiful Gullwing, you can do so on the Mercedes-Benz Club stand in return for a donation to Huntington's Disease. Look out, also, for a raft of birthdays, including a half-century of the Transit and 80 years of the Brough Superior. It's the 10th

anniversary of the Meguiar's Showcase and the Sporting Bears club is hoping to top last year's £50k record.

The *Wheeler Dealers* Live Stage will feature hosts Mike Brewer and Edd China, plus guests including *Car SOS*' Fuzz Townshend and Ant Anstead from *For the Love of Cars*.

You can also catch up with the latest developments with *Our classics* on the *C&SC* stand (1-245). See [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com)



### OCTAGON AT SILVERSTONE

The MG Car Club has announced provisional dates for next year's MGLive! meeting. The fixture, which includes static displays, family attractions and a full programme of racing on the GP circuit, returns to Silverstone on 4-5 June. See [www.mgcc.co.uk](http://www.mgcc.co.uk)



### OLDTIMERS DOWN UNDER

More than 100 classics packed into the grounds of the Australian Motorlife Museum in NSW on 4 October as part of the region's Motoring Expo. The venue's 1904 Innes (above) was pressed into action giving visitors rides, while Reg Schwarze's 1923 Alfa Romeo RL was among the prize winners.



### WEDGES STAR AT BREMEN

The Bremen Classic Motor Show takes place from 5-7 February, and will have as its theme 'The 1970s: Awesome Angles'. As well as celebrating the best designs from that decade, the event will pay tribute to the Japanese 'bike industry, and will also feature club stands: [www.classicmotorshow.de](http://www.classicmotorshow.de)



### NEW ORIENTAL OUTPOST

London-based Rolls-Royce and Bentley specialist Frank Dale & Stepsons has opened premises in Hong Kong, marking the first overseas expansion for the 70-year-old firm. The site includes showrooms, a service centre and coachworks. For more details, see [www.frankdale.com](http://www.frankdale.com)



BMW centenary will be celebrated

## Highlights at Goodwood

Dramatic new features are being planned for Goodwood's premier motoring events in 2016. As well as an all-GT40 race, the Members' Meeting on 19-20 March will encompass demos of ground-effect F1 cars as well as early-'70s sports-prototypes.

Unlimited Power will be celebrated at the Festival of Speed from 23-26 June, with 50 Years of CanAm. Also expect a major BMW display to honour the marque's 100th birthday.

Sir Jack Brabham and F1's 1966 Return to Power will be themes at the Revival from 9-11 September, and the St Mary's Trophy will be an all-A35 grid.

## Inspired Berlin turnout

More than 20,000 visitors attended the new Motorworld Classics event in the historic Berlin Messe from 8-11 October. With in excess of 700 vehicles – ranging from pre-war exotics to more mundane youngtimers – lined up inside the wonderfully period exhibition centre there was something for all tastes. On the Saturday and Sunday, the spectacle was heightened by some 800 classics gathered in glorious autumn sunshine for a superb outdoor display of pre-1970 vehicles.

A popular exhibit featured designs from East and West Germany during the period between the 1950s and 1990s, a highlight of which was a three-cylinder two-stroke Melkus RS 1000 – one of just 101 of the Wartburg-powered gullwing coupés built by the Dresden firm. Representing the West was the sublime – and far more recognisable – BMW M1.

Authentically dressed bands provided the atmosphere, playing music from the 1940s-'60s, while a sand sculpture of a Trabi provided an eye-catching contrast to the beautifully restored Mercedes and Porsches on the stands inside.

Star of the Auctionata sale was a stunning 1950 Alfa Romeo 6C-2500 SS Pininfarina cabriolet.



Period outfits complement Alfa special



Mouthwatering array on dealer stands



800-car outdoor display was a big hit





T60 pair fronted Berkeley Enthusiasts' Club display, contrasting with Yanks alongside



Peter Hubbard's Jensen-bodied AJS Nine



'Fiat 126' burns rubber on the drag strip

## Racers and rarities at aerodrome

This year's Pistons and Props fixture, held at Sywell Aerodrome on 26-27 September, proved to be a richly varied gathering, with entertainment for all tastes and a fine selection of vehicles.

With its period buildings, the Northamptonshire airfield allows enough space for more than just a static show, and visitors could enjoy the spectacle of drag races, karting, and demonstrations of single-seaters, motorcycles and Group B rally cars on the mile-long runway.

The drag racing in particular attracted good crowds, with the vehicles ranging from classic 'rails' to manic Fiat 126s and Don Scott's Plymouth Superbird.

Plane-lovers had all they could wish for, with Seafire and twin-seater derivatives of the Spitfire up in the air for generous spells, plus equally long demonstrations of a Hurricane and a DC-3 Dakota.

Car clubs were well represented, including some that are less often seen, such as the AJS Nine Car

Club and the Berkeley Enthusiasts' Club. The former's stand created much interest with the sole Jensen-bodied Nine, which is being recreated by Peter Hubbard purely from photographs – and using ash cut down from his garden.

Rarities to be encountered elsewhere among the showfields included two examples of the ill-fated Marcos Mantis, a superb BMW 328 and one of the estimated 16 surviving Slough-built Citroën Traction Avant roadsters.



## Prized Merc at London fixture

The Classic Car Boot Sale moved to a new venue at Kings Cross for its fifth running on 3-4 October. The popular London event once again mixed traders selling vintage memorabilia with live music.

C&SC contributor Julian Balme joined fashion guru Wayne Hemingway to present our award for Best Car to Owen Thompson and his 1965 Mercedes 220SE. Thompson – who passed his driving test in a Wolseley 1500 – has owned the W111 for three years having shipped it across from Ireland. He restored it himself, apart from the roof, dash, seats and carpets – which were done by his partner – and finished it only two weeks before the event.

## Porsche icons on show

The German town of Aachen was overrun by an array of Stuttgart's finest on 27 September for the sixth annual Classic Day celebration, which this year was dedicated to the 40th anniversary of the 911 turbo.

Nearly every variant of turbocharged Porsche was represented at the well-supported event, from early 930s through to a monstrous 962C, plus a selection of 934 and 935 racers.

An immaculate 964 turbo S with just 1700km on the clock made a rare outing from Porsche's museum in Stuttgart – as did René Metge's 1986 Paris-Dakar rally-winning 959. The crowd's favourite, meanwhile, proved to be the ex-Jacky Ickx 936 in which the Belgian won the 1977 Le Mans 24 Hours alongside Jürgen Barth and Hurley Haywood.

Despite a strong motorsport offering, one of the event's main draws came from the clubs' parking area, which once again turned up a number of gems. A completely unrestored 356 1500 wearing its original red paintwork and fittingly registered on Valentine's Day in 1955 was chief among them. It was joined by a narrow-bodied 911, which was delivered new to the USA in 1966. In contrast to the earlier car, it had been the subject of a concours-standard restoration.



Jacky Ickx's 1977 Le Mans-winning 936



Early 911 had been beautifully rebuilt



## INVADING THE WHITE ISLE

The Trobada Balear attracted 66 classic cars to Ibiza on 10-11 October. Enthusiasts travelled from Menorca, Mallorca and Barcelona to join the tour. Entrants included a 1922 Donnet-Zedel, and there was a strong turnout of British marques.



## ANOTHER REGAL BACKDROP

The Concours of Elegance will return to Windsor Castle from 2-4 September 2016. The site continues the meeting's run of royal venues, having been held at St James' Palace, Hampton Court and the Palace of Holyroodhouse: [www.concoursdelegance.co.uk](http://www.concoursdelegance.co.uk)



## RACING ON SILVER SCREEN

C&SC contributor Alain de Cadenet plays a leading role in a new film documenting the Targa Florio. A *Sicilian Dream* also features historian Francesco da Mosto, and tells the story of the famous road-race. It will be out on DVD from 9 November.



## HAMPSHIRE CALLING

Romsey's busy Annual Boxing Day Meet takes place from 9am-1pm in the Aldi, Crosfield Hall and Bus Station car parks. It's open to all pre-1976 European classics and pre-'86 Americans: [www.romsey-classicarandbikemeet.co.uk](http://www.romsey-classicarandbikemeet.co.uk)



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# Barnato Bentley shines in Belgium

The splendid ex-Woolf Barnato Gurney Nutting-bodied 1930 Bentley Speed Six coupé played a starring role at the sixth Zoute Grand Prix in Belgium from 8-11 October, scooping Most Elegant Pre-War Car and Best of Show.

It was joined on the concours lawn by dozens of world-class cars, such as Jaguar XK120s, Aston Martin DB2s and 4s, plus Cisitalias, Lancia Aurelias and Porsche 356s.

It was a brace of Bugattis, however, that drew the plaudits of the judging panel, which included five-times Le Mans winner Derek Bell.

A 1939 Type 57C Cabriolet with Gangloff coachwork and tailor-made Louis Vuitton luggage was reckoned to have the Most Special and Unique Bodywork, while a rare Letourneur et Marchand-bodied Type 57 Aravis from the same year received the jury's Special Award.

Race Class honours, meanwhile, belonged to an ex-Georges Berger '57 Maserati 250S, which began life as a 200S and was upgraded by the factory to its current specification.

A '58 Ferrari 250GT LWB won the Post-War Open Class, while two Mercedes won the Most Exciting Design and Prototype Awards: a 500K and a C111. Jochen Mass delighted the crowd with a display of sideways action in a 190SL.



Best of Show at Zoute: Bruce McCaw's glorious ex-'Babe' Barnato Gurney Nutting coupé



Gangloff Bug T57C: the Most Special one



Not so slowly sideways, with Mass in 190

## Anglophiles fill lakeside parks



Morges the merrier, with Brit machinery

The 24th Swiss Classic British Car Meeting was inundated with more than 20,000 visitors enjoying the spectacle of 1500 cars and 'bikes gathered around the picturesque town of Morges on 3 October.

Two birthdays were celebrated: the Range Rover's 45th anniversary – with significant models displayed in the château grounds – and 60 years of the MGA, which took pride of place in the ornamental park.

Sports cars were out in force, from pre-war Bentleys and Wolseleys via Sunbeam Tigers and Big Healeys to all variations of E-type.

Any model at least 20 years old is eligible: see [www.british-cars.ch](http://www.british-cars.ch)

## OBITUARY

### ANN WISDOM b.1934

Legendary co-driver Wisdom (in dark top) – daughter of racer/journalist Tommy and Brooklands ace Elsie – died on 15 October. Indoctrinated from an early age through her parents' motoring exploits, Wisdom's partnership with Pat Moss dated back to showjumping contests when Wisdom helped as a groom. But as soon as she obtained a driving licence in 1956, the two girls teamed up for a Sunday treasure hunt. The rallying bug had bitten and, by the end of the year, they had entered the RAC Rally with a works MGA.

There was no stopping the partnership, which chalked up more than 60 results on international events in the late '50s. Their proudest moment came in 1960, when they won the Liège-Rome-Liège in the works Austin-Healey 3000, URX 727 (C&SC, Jan 2006). Not only was this the first World Championship Rally win for a female crew, but also the first victory on the



gruelling Liège for a British duo. Wisdom shared the driving on occasions to give Moss a rest.

Married to BMC works driver Peter Riley, Wisdom was always modest about her achievements, but her stamina was inspiring right to the end. She towed a caravan to the south of France just months before her death.

## Events diary

Shows, festivals and tours

### NOVEMBER

**6-8 InterClassics Brussels** New show from the organiser of the Dutch sister event, featuring 60 years of the DS and a 30-car Bugatti display 0032 2 880 09 00; [www.interclassics.be](http://www.interclassics.be)

**13-15 Lancaster Insurance Classic Motor Show** See p15 08712 301088; [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com)

**28-6/12 Essen Motor Show** Expect lots of classics at the modern car event 08712 770363; [www.sihd.de](http://www.sihd.de)

### DECEMBER

**4-7 Auto Retro Barcelona** Spanish showcase for all aspects of the classic world, including clubs, dealers and automobilia. See website for flight and hotel discounts [www.autoretro.es](http://www.autoretro.es)

**6 Haynes Breakfast Club** Everything from a bacon roll to a full English, from 9am in the 750 Café at Haynes in Sparkford, Somerset 01963 440804; [www.haynesmotormuseum.com](http://www.haynesmotormuseum.com)

### JANUARY 2016

**1 New Year's Day Gathering** For pre-1973 machinery (and interesting or special younger vehicles). Gates open 9am; museum buildings and displays 10am-4pm. Car clubs can pre-book by e-mailing Donna Hopton on events [@brooklandsmuseum.com](mailto:@brooklandsmuseum.com); 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

**1 Vintage Stony** Busy gathering that takes over Stony Stratford, Bucks, in aid of Willen Hospice. Vintage cars and 'bikes only in the Market Square, from 10:30am [www.vintagestony.co.uk](http://www.vintagestony.co.uk)

**3 Bicester Brunch Scramble** Open house for the specialists at the facility. Entry £5 per person; classic owners can bring a mate free 01869 327928; <http://bicesterheritage.co.uk>

**14-17 Autosport International** Huge show at the NEC featuring every type of motorsport. Standard £35 ticket includes a seat in Live Action Arena; family ticket £93. Open 9am-6pm; public days 16-17 08443 380338; [www.autosportinternational.com](http://www.autosportinternational.com)

**14-17 InterClassics Maastricht** 100 years of BMW and 'British Royals: Bentley & Rolls-Royce' are the main themes at MECC, The Netherlands: adults €16.50 in advance, or €35 for preview day (14th) 0031 43 38 38 333; [www.interclassicsmaastricht.nl](http://www.interclassicsmaastricht.nl)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



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# 2016

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# BRIT IRON SHINES IN ARKANSAS



BILL WATKINS



Clockwise: massed MGs;  
Peckham's lovely two-tone  
'35 Royce; Podd's Morgan;  
Chairman's Choice MGA  
that McElroy bought new

Agri Park in Fayetteville, Arkansas hosted 170 entrants from all over the States for the 14th Brits in the Ozarks All British Car & Cycle Show on 11-12 September.

Special guest at the British Iron Touring Club of Northwest Arkansas fixture was MGA guru Barney Gaylord. He had been travelling across the US with son Elliott, in an MGA of course, with the aim of meeting as many British car clubs as possible. Gaylord said that they had

covered 50,000-plus miles in nine months and regaled the crowd with yarns from their adventures.

A large MGA presence featured the lovely one-owner 1959 Twin-Cam that Frank McElroy picked up while stationed with the military in Germany. Recounting the tale of buying the roadster, McElroy also reported that he acquired his wife at the same time and has retained both ever since. The combination of a rare, original car accompanied by a

great story resulted in him receiving the Chairman's Choice award.

Morgans were out in force, too, ranging from Graham Podd's 1935 Matchless-powered three-wheeler to open and closed versions of the Aero. The recent rise in interest for the Jaguar XJ-S was apparent with 10 on display, while the varied selection also included Jim Peckham's fabulous 1935 Rolls-Royce, Woody Woodliff's early Sunbeam Alpine and a trio of Jensen Interceptors.

The Hard Luck award went to Michael Piggot after the starter on his TR4 died *en route* from Shawnee, Oklahoma (c200 miles away) so it needed a push after every stop.

Brits in the Ozarks raises money for ALS, or Lou Gehrig's Disease. There were also sufficient funds (in the \$17,000) for the local technical school to offer two scholarships for students in the auto mechanics and bodywork classes who have an interest in working on old cars.



One-family-owned 1970 Vauxhall Viva



Turner's prized '58 Buick Super Riviera

## Island hopping in Essex

About 600 classics converged on Canvey Island Transport Museum for its Annual Show on 11 October. One of the oldest cars attending was Foster and Jan Jones' 1927 Humber 14/40, in which they've toured north Wales, Devon, the Lake District and France in recent times, while Boysie Turner brought the 1958 Buick Super Riviera that he's owned for more than 40 years. Nearby was the 1970 Vauxhall Viva 1.6 SL, bought new by Mr EN Townsend from Normand Garages, Basildon. Following Townsend's death in '87, his daughter and her partner have looked after the Vauxhall, which remains in outstanding condition with just 69,000 miles on the clock.

An excellent group of coaches included a Harrington Grenadier-bodied AEC Reliance in Western Welsh Omnibus Co livery, destination Barry.

## All steamed up at museum

Three generations of performance Ford featured as part of a record turnout at Kempton Steam Museum's Classic Car and Bike Show on 27 September. Alongside the 1965 Cortina GT that Barry Freedman has owned for 39 years were Rob

Archer's 1968 1600E and the Capri 2.8i Janspeed turbo that Alan Moore's brother bought new in '83.

"It's a GT, but to export spec," Freedman explained, "from a batch of 30 ordered by the Kenyan police that was never paid for." And, as Archer pointed out: "I didn't want a red one, but it found me. It's an early Series 1 that I bought in the '80s."

Moore took over his mint Capri 10-12 years ago. "It was converted by Janspeed in '85," he recalled, "but no one knows how many were done because all of the records were lost after a management buyout a few years ago."

Kempton regular Charles Osborn was in the Rover 3500 that he purchased new in '71. "It's not a show car," he said, "and I use it most days of the week."



Moore's Capri, Archer's 1600E and Freedman's Cortina GT





Hers and his Flavia  
and Flaminia of Linda  
and Mick Oxberry



Mace's Vauxhall gives 1500bhp on nitrous



A nice pair: Riley RM with Carroll's '83 GTI



### FROM THE GROUND UP

Every aspect of renovation features at the Classic Vehicle Restoration Show around The Royal Bath & West Showground, Shepton Mallet, on 7-8 November. It's open 9:30am-4pm, with adult tickets £10: 01507 523456; [www.carsandevents.com](http://www.carsandevents.com)



### MILITARY OUT ON PARADE

More than 80 vehicles spanning the decades and different fields of conflict will attend Brooklands' Military Day on 15 November. Many will be put through their paces on the off-road circuit at M-B World: 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

## Lovely Lancias win Thatcham prize

The 10th Thatcham Classic Car Show drew more than 220 vehicles to Dunstan Green on 10 October.

"It was the best ever turnout," said a chuffed Martin Port, C&SC's art editor who organises the show. "And we raised more than £1000 for Macmillan Cancer Support."

Car of Show went jointly to the Lancia Flaminia and Flavia of Mick and Linda Oxberry. "I blame my wife for our shared fascination," said Mick. "She spotted a Flavia in a

motorway service station nine years ago, and decided that it would suit her. That triggered my interest and I later sold my Daimler SP250 to finance the Flaminia in 2001. It was a major restoration project, but I enjoy the quality engineering. Both cars have very different characters."

Nearby was the fearsome Vauxhall dragster that Dave Mace took to the inaugural Thatcham Classic: "I bought it as a project when I was 18, and it took me 20 years to build.

I wanted it to look as if it had got to the end of the strip and just kept on driving." The road-legal, 8.2-litre, Chevrolet V8 Cresta has done the Santa Pod quarter-mile in 8.1 secs, with a terminal speed of 170mph!

Phil and Sue Carroll were thrilled with their recently acquired Volkswagen Golf 1.8 GTI, bought at the CCA CarFest South auction.

"My first car was a Mk1 Golf," Sue recalled, "so it brings back all my happy memories of that."



GT6 line-up with Walton's third from front

## Triumphs go Dutch on tour

Canley's finest converged on The Netherlands from across Europe for the GT6 Holland tour organised by Ron Verlaan and Sven Mom on 3-4 October. The 20-Triumph group featured participants from Switzerland, Germany, the host country and three from the UK. The selection also included Spitfires and assorted TRs, from 4-7.

"On the Saturday morning," said Andy Walton, "we went to the Den Hartogh Ford Museum at Hillegom [above], which is well worth a visit, followed by a loop of the local area. The following day we were at the Zandvoort circuit, where some people drove around the track."

Walton covered 1100 miles over the weekend from Exeter and back in his much-travelled '69 Mk2.



## Federation update

August now seems a long time past, but I wanted to share my impressions of Monterey Car Week in California. I was invited to attend the fixtures as the delegate for the Fédération Internationale des Véhicules Anciens, which represents owners

of historic machinery. It is a spectacular array of shows encompassing The Quail, a Motorsports Gathering and Rolex Monterey Motorsports Reunion at Laguna Seca; and the Pebble Beach Concours d'Elegance (already reported in the October issue). It's much more than that, though; I counted 20 events including eight auctions, some running over more than one day and which are quite a spectacle in their own right.

Carmel-by-the-Sea features Concours on the Avenue (see last month), but many people stay in the lovely town so it is a Mecca for enthusiasts at any time of the day or night. The Historic Vehicle Association, our counterpart in the US, drove a Model T from Detroit to San Francisco, retracing a 3500-mile trip made by Edsel Ford a century ago. They stopped off in Carmel and we used the car as our runabout over several days, which was very enjoyable.

There are lots of chances to see classics on the road, notably the Pebble Beach Tour d'Elegance on the Thursday. The 80-mile route takes in parts of 17-Mile Drive, via pine and cypress forests and past dramatic cliffs, leading to the beautiful crescent-shaped bay. It's definitely worth a visit!



HVA's fabulous Model T was Whale's transport during Monterey Car Week



### DAVID WHALE FBHVC CHAIRMAN

The FBHVC lobbies in Brussels and Westminster. Call Rosy Pugh on 01865 400845, e-mail [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or see [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## Clubs diary

Shows, meets & gatherings

### NOVEMBER

**8 Mudeford Meet** Christchurch, Dorset (also 13/12) [www.mudefordmeet.co.uk](http://www.mudefordmeet.co.uk)

**13-16 Rhythm Riot!** Pontins, Camber Sands hosts the festival of '50s culture 020 8566 5226; [www.rhythmriot.com](http://www.rhythmriot.com)

**22 Andrew Whyte Lecture** Speakers at the Jaguar Factory Theatre include Simon Taylor and Norman Dewis OBE. Tickets are £20: send cheques payable to JDC Area 7 Charity Fund, with SAE, to Bob Beecham, 1 Waterfall Cottages, Main Road, Meriden, Coventry CV7 7NL or call 01676 522037

**26 Chelmer Valley Car Meet** From 8pm, at The Lodge, near Battlesbridge, Essex (also 29/12) 01245 268157; [www.chelmervalleycarmeet.co.uk](http://www.chelmervalleycarmeet.co.uk)

### DECEMBER

**4-6 Christmas Cracker** Based at the Tortworth Court Hotel, Gloucestershire, visiting Chavanage House 01935 474630; [www.merlinevents.com](http://www.merlinevents.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)





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2004 Ferrari Enzo (delivery mileage) • 2008 Bugatti Veyron

*Please note that to respect client confidentiality not all motor cars available may be shown*



Lights ablaze, the Ford GT40 of Wills/Littlejohn heads for victory at the daunting Belgian circuit



WORDS: MARCUS PYE/PICS: ERIC SAWYER

# FLYING FORD WINS AT SPA

New Zealander Roger Wills' 10-year quest to win the Spa Six Hours – the most prestigious prize in historic endurance racing – was finally rewarded in the 23rd running of the annual event organised by Roadbook on 19 September. Sharing his Historic Automobiles-prepared Ford GT40 with Briton James Littlejohn, Wills overcame the loss of third gear throughout his final stint to beat the similar mount of Germany's Michael Funke and Marcus Graf von Oeynhausen by 30 secs.

In a 104-car field headlined by 12 GT40s (the majority late-built to FIA Appendix K spec) in the GTP division, Dutchmen Alexander van der Lof, David Hart and Nicky Pastorelli drove brilliantly to claim Grand Touring honours with third place in Hart's metronomic Shelby Cobra. They outran the best of the Jaguar E-types, three-times event winner Jon Minshaw and Phil Keen's Demon Tweaks Direct entry, which finished fifth

in typically testing weather conditions at Francorchamps.

British competitors enjoyed considerable success on Belgium's majestic Grand Prix circuit. Father-and-son Michael and Will Schryver/Joe Twyman (Lotus Elan 26R Shapecraft coupé), Mark Bates/Sean McNerney (Porsche 911) and David Garrett/Luke Wos/Andy Yool (Ford Mustang) all beat stiff international competition in memorable victories.

Elsewhere on the programme, Loïc Deman (Tyrrell 010), Christophe d'Ansembourg (Williams FW07C) and veteran Jean-Michel Martin (Tyrrell 009) scored an unprecedented Belgian 1-2-3 in the second leg of the penultimate FIA Masters Historic F1 championship round. Japan's Hitoshi Kato also attracted much attention by bringing two raucous rotary-engined Mazda R100 Familia coupés to celebrate John Hine and Roger Enever's fifth place in the 1970 Spa 24 Hours.

'Sharing with Littlejohn, Wills overcame the loss of third gear throughout his final stint to win by 30 secs'



BMW of Shaw/Oliver leads Fords in U2TC



Cobras battle for the lead into first corner



Horsman heads for second in HGPCA race



Gardiner/Keen won Pre-'66 Touring Cars



Deman scored a popular win in Tyrrell 010

# Healeys thrill at Autumn Classic

ERIC SAWYER



Rawles harries eventual winner Grace in the first of two gripping Austin-Healey battles

An outstanding Big Healey scrap brought a fantastic day's racing to a close at the fourth Castle Combe Autumn Classic on 3 October.

Patrick Blakeney-Edwards made a brilliant start but soon retired, handing the lead to Marc Campfield. Former hillclimb champion David Grace was on a mission, though. When Campfield cruised to a halt at half distance Grace made it a double, having been forced to work hard in race one by Jack

Rawles, 18, who had taken pole first time out in dad Bill's 3000.

Blakeney-Edwards had kicked off proceedings, winning the VSCC contest with his Frazer Nash. Team-mate Martin Hunt made it two with victory in the Norman Dewis Trophy Race for pre-'66 Jags, while Grant Williams and Andy Wallace enjoyed a Mk1 tussle for fourth, until Wallace's car lost power.

Terry Sanger would have loved the Blue Oval battle for the Memo-



Blakeney-Edwards' won VSCC race in Nash



Squire scored a fine victory in his Mustang

rial race in his name. Michael Squire didn't put a wheel wrong in his Mustang, taking the flag more than 10 secs clear of Chris Clarkson (Falcon), Chris Sanders (Lotus Cortina) and Bob Bullen (Anglia).

In the F3 500s, Andrew Turner was almost 5 secs clear after lap one in his Cooper-JAP, but was reeled in by the Starline of Xavier Kingsland and Darrell Woods' Cooper. Turner held off Kingsland until the penultimate lap to finish second.



## ROOKIE TAKES THE TITLE

Richard Mitchell took the Historic Formula Ford championship at Brands Hatch on 26-27 September. Mitchell was a close runner-up to Max Bartell in the first race at the HSCC fixture, with Robert Wainwright taking victory in the second.



## VINTAGE MUD PLUGGERS

Gareth Graham (Bentley 3/4 1/2 Litre) won his class and the Presteigne Trophy on the Vintage Sports-Car Club's Welsh Trial on 10-11 October. Other competitors to win their categories included Matthew Blake (GN), Nigel Glover (Austin Seven) and Dennis Bingham (Ford Model A).



Elliott/Price storm to Category 3 victory

## Trackrod ends in Escort win

Nick Elliott and David Price took maximum points from the final round of this year's British Historic Rally Championship, the Trackrod Cup, held on 25-26 September.

Steve Bannister managed overall victory in his Escort Mk2 but was not eligible to score, so second was enough to confirm Elliott/Price as victors in Category 3 after rivals Matthew Robinson/Sam Collis and Jason Pritchard/Phil Clarke retired.

John Perrott and Keaton Williams claimed Category 2 in their Escort Mk1 after a thrilling battle with Warren Philliskirk/Nigel Hutchinson and Ernie Graham/Will Graham. Bill Douglas/Roger Nevitt, meanwhile, won Category 1 in their BMW 1800.

## Bugattis dazzle in France

The all-Bugatti Plateau Maurice Trintignant was among the highlights at Angoulême's Circuit des Remparts on 20 September, a total of 17 Type 35s, 37s and 51s producing a close race over the tortuous hillside circuit. Robert Spencer won from Gregory Ramouna and Bo Williams, all driving 35Bs, while further down the field was the Type 35 driven by 84-year-old Count Léo de Malet Roquefort.

The Plateau Wimille provided an eclectic array of entrants and was topped by Rob Cobden's 1937 Riley special. Edwardian giants such as Tony Lees' 1913 Vauxhall Viper Special and Andrew Howe-Davies' 1911 SCAT Targa Florio provided much of the spectacle, but the field also included Bernard Aristegui's 1932 Alfa 8C Monza and Dominique Baldy's 1938 Delahaye 135, as well as Daniel Kingsley's 1923 Ogston Deemster.

A number of incidents marred an otherwise excellent day's racing. Barry Foster set the pace in the Plateau Sommer before suffering a heavy accident in his MG Monthéry, while the GT final had to be stopped when Richard Depagneux's Porsche 911 caught fire.



Ramouna in Type 35B would finish second in fantastic all-Bugatti line-up; jubilant victor Spencer salutes the Angoulême crowd

## Sporting diary

Races, rallies, trials and more

### NOVEMBER

**5-8 Rally of the Tests** Newcastle to Blackpool, via the Cumbrian and Pennine Fells, plus Yorkshire Dales 01656 740275; [www.heroevents.eu](http://www.heroevents.eu)

**7 Cotswold Historic Sporting Trial** Nailsworth, Glos. Stroud & District Motor Club [www.hsta.co.uk](http://www.hsta.co.uk)

**27-29 Roger Albert Clark Rally** Based in Sunderland: 20 special stages including Kielder Forest and Scottish borders 01355 276483; [www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)

### DECEMBER

**5-8 Le Jog** Arduous trial from Land's End to John O'Groats with overnight stops in Telford and Newcastle 01656 740275; [www.heroevents.eu](http://www.heroevents.eu)

### JANUARY 2016

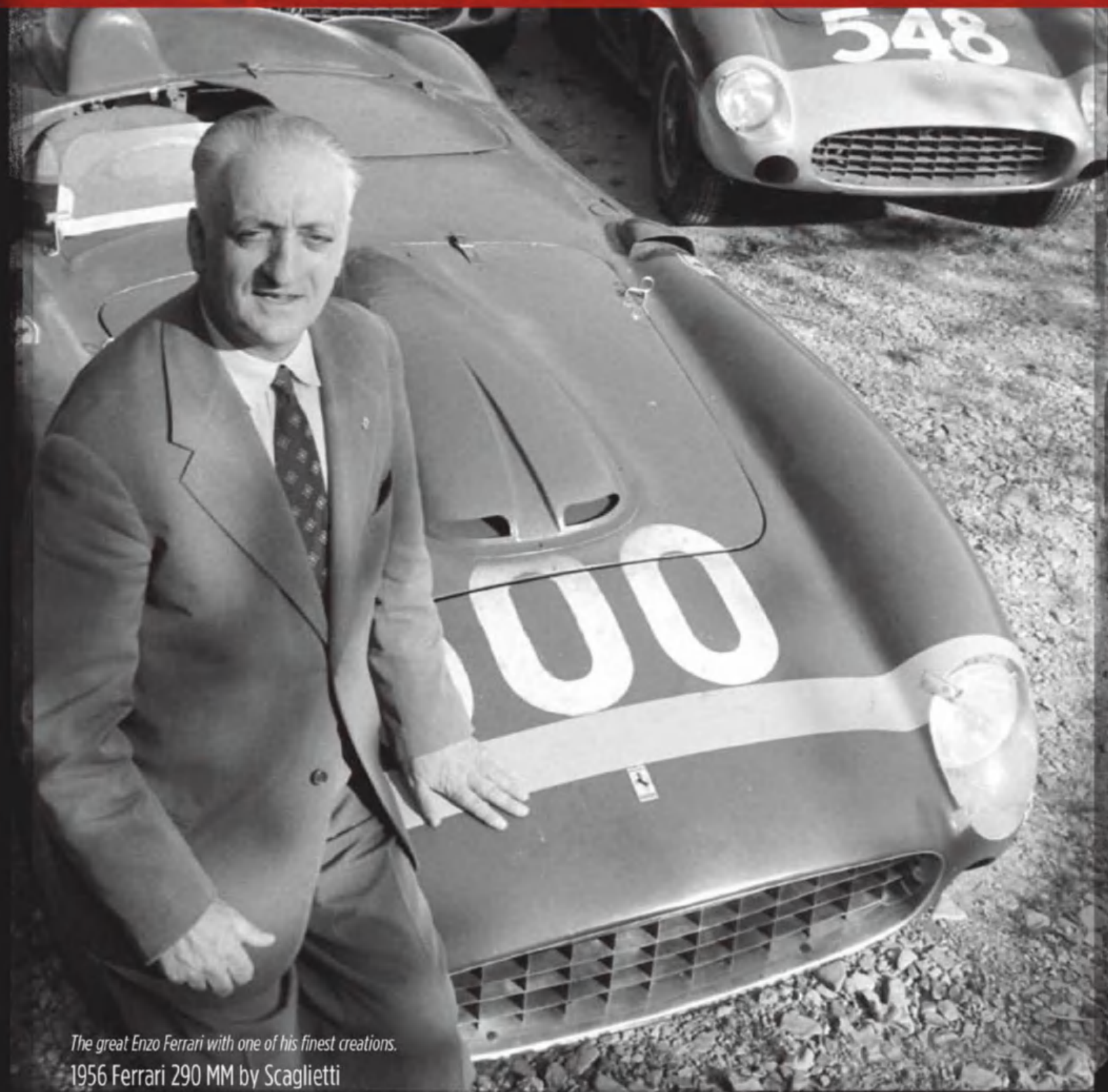
**8-9 The Exeter Trial** Youngest of the MCC's 'Big Three' began in 1910 [www.themotorcyclingclub.org.uk](http://www.themotorcyclingclub.org.uk)

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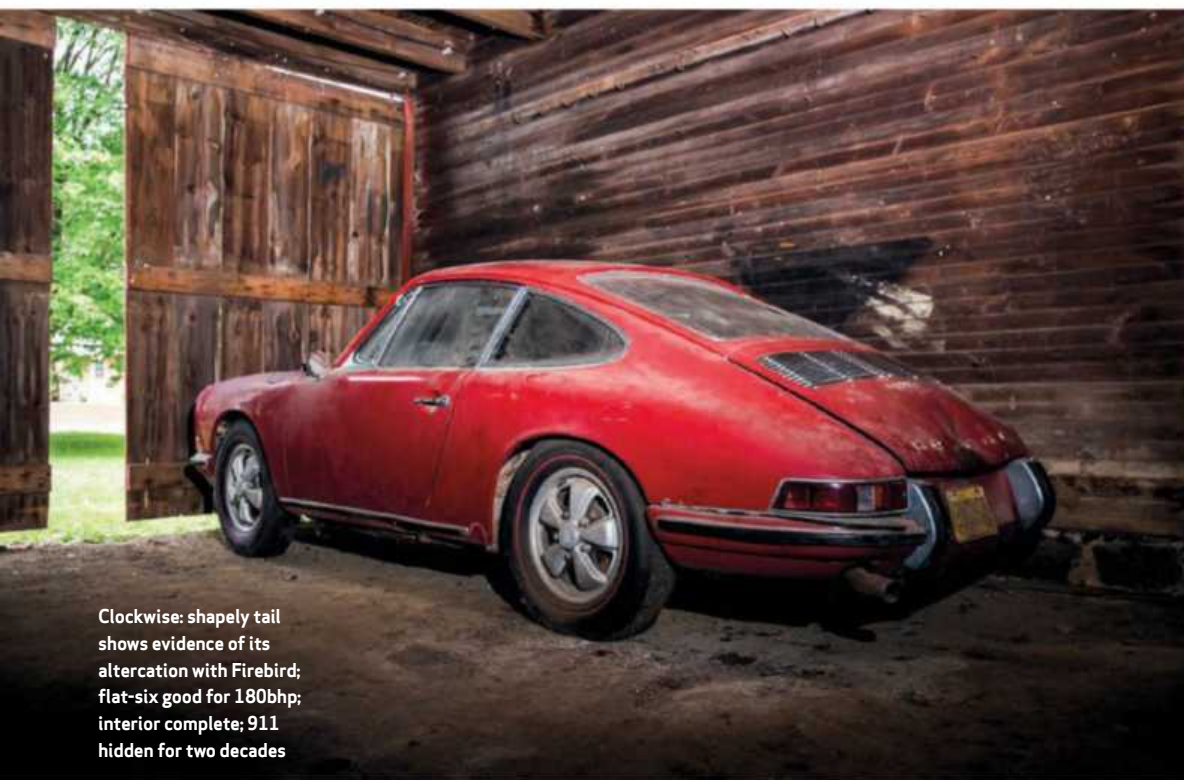
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# PRANGED PORSCHE DISINTERRED



Clockwise: shapely tail shows evidence of its altercation with Firebird; flat-six good for 180bhp; interior complete; 911 hidden for two decades

Nick Zabrecky from LBI of Philadelphia has been telling me of the company's latest discovery, this 1967 Porsche 911S.

Stuttgart's legendary flat-six made its public debut at the 1963 Frankfurt Motor Show, with the higher performance 911S – short for Super – introduced for the 1967 model year. The new variant had forged magnesium-alloy wheels, special gauges and many interior features that were optional in previous years. With 180bhp being tamed by ventilated disc brakes and Koni adjustable dampers, the 911S was well received by drivers and, to this day, remains one of the most highly sought-after versions among 911 enthusiasts.

The story of uncovering this one was remarkable, a chance conversation leading LBI to a wooden barn in which the Porsche resided. The car had been bought by the owner in 1972 and used for many years until it was rear-ended by a Pontiac, at which point it had been laid up.

Zabrecky told me: "The Firebird's distinctive pointed nose left a telltale crease in the rear deck that is still visible." The accident damage and the salt-laden roads of the north-eastern United States led to the owner putting it away in the barn some 20 years ago and it had not been driven since.

When discovered, the Porsche was complete and still fitted with many original components, including the rare 4½x15in Fuchs wheels, carpets, seats and gauges.



## Dutch coupé conundrum

While working on the Channel 4 programme *For the Love of Cars*, John Lakey was sent a picture of a mystery vehicle in Holland. It has a tubular chassis and a four-cylinder engine (possibly BMC), Alexander manifold and twin carbs (either SU or Stromberg), but there are no identifying plates anywhere on it.

The car is thought to have been stored since the 1970s, and Lakey has an inkling that it may contain Triumph Herald or Spitfire parts.

The pictures have been passed to some of the top motoring historians in the country, but thus far no one has had any suggestions, so it's over to readers of *C&SC*.

Can you beat the experts by naming it? Send your ideas to Lakey at [johnlakey@gmail.com](mailto:johnlakey@gmail.com)



Clockwise, from above: dirty little secret – the Kamm-tailed coupé has baffled the experts; Lakey is hoping that someone can shed light on the mystery car's identity; right-hand drive suggests that it has British origins



## Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) and you could win £100!



Pretty fastback is one of only 14 built

A rare car doesn't have to be found in a barn covered in guano to qualify for *Reader find of the month* – it could just be something that it is a delight (or shock) to see. That is very much the case this month, with the Siata 1100 103 submitted by Mark Geessink of The Netherlands.

He wrote: "Look what I found last month in France – this beautiful and original Fiat Siata. Only 14 were made, so this is a rare vehicle. The paperwork shows only one owner, who lived in Sardinia. His widow stored the car for almost 60 years."

Geessink said that he's still



A Fiat 'four' lurks beneath coupé's bonnet

looking for more information about the original colour and interior, but that behind the hinges, rubbers and metal trim the paintwork is also blue. A friend of his who lives on Sardinia believes that it could be the original colour, because it was a sign of luxury in that time."

Apparently the pictures flatter to deceive and although the coupé – which the numberplates show to be from Cagliari – is complete, the interior and engine are in a bad way.

The Siata's French owner soon realised that the project was too much for him and, having been put



Nice details, but interior is in poor shape

in touch by a mutual friend, Geessink was on to it like a shot.

He added: "The car is now in Holland, awaiting a complete restoration. That will be difficult because of the lack of information, but perhaps a mention in C&SC could awaken some enthusiasts who could give me some background."

"These Italian etceterinis make me happy, especially this one with its three headlights. It is truly a remarkable car, but could it be the last remaining one in the world?"

If you have any info about it, e-mail [m.geessink@ros-regie.nl](mailto:m.geessink@ros-regie.nl)

## Discarded in the desert

We often hear about abandoned cars in the Middle East, but this must surely be one of the rarest.

Jaguar E-type enthusiast Steven Clark, who has been living in Abu Dhabi for the past seven years, contacted us after spotting this rather sad Audi quattro Treser Roadster that appears to have been forgotten.

Fewer than 40 of these unusual handbuilt conversions are thought to have been made.



Unloading the Riley upon arrival in Maleny



Neglected RMD was in very poor condition

## Rare drophead Down Under

Philip Wyllie, a member of the Riley RM Club from Queensland, has three of the cars, but was looking for a project. He heard of a 1950 RMD (the 2½-litre cabriolet version) for sale in South Australia.

The pictures that he was sent would have put off most restorers, but he decided to buy it and so a transport company was contracted to move the car by container. From Murray Bridge it was taken to Adelaide, where it was put on the train to Brisbane, and then by lorry to his home in Maleny.

It is thought that the first person to own the car was a member of the Wallace Bishop family, which runs a chain of jewellery stores. No other history is known until 1984, though, when the car was garaged next to the Brisbane River. In that year the city experienced its worse flood ever, leaving the

Riley submerged for over a week.

The next owner took it to Albert, a seaside town in South Australia, where it languished for 30 years. In 2014 the car moved again but the new keeper kept it only a short while before passing it to Wyllie.

It was found to have seized wheel bearings and still had river water in the differential, but restoration is now well under way. The car is promised to one of Wyllie's daughters for her wedding in April 2016.



Body and ash frame now in better shape

## Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p10 address or e-mail your requests to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



### TRACING HIS OLD TRIUMPH

Richard Parker restored this Triumph Vitesse in the early '80s, but sold it a few years later when he moved to West Yorkshire.

According to DVLA records, it was taxed until a couple of years ago but is now on SORN. If you know where HPE 519C is, contact [richard.parker@homecall.co.uk](mailto:richard.parker@homecall.co.uk)



### A BRACE OF BRITISH ICONS

We've had a double call-out from C&SC subscriber Mike Gregory with this pair of sports cars.

When he bought his Austin-Healey a couple of years ago, it came with a Heritage certificate and a load of history. "The only things I've not been able to establish," Gregory said, "are the supplying dealer and first owner."

Last year he added a '62 E-type to his stable: "It was supplied new by Jessops to a Mr CE Booker in Kent and then in 1981 sold to a YT Choa (or Chad?) of Hendon. It went to the third keeper in '82. I'd be delighted to hear from anyone who knew the car or those owners."

If you can help, contact him at [mike-gregory@outlook.com](mailto:mike-gregory@outlook.com)



### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to [meware@oakenbrow.demon.co.uk](mailto:meware@oakenbrow.demon.co.uk)





Neat profile of Cox GTM conceals BMC running gear, but with the A-series mid-mounted



Ford Cortina rear lights ape Lola Mk6 GT



Interior has been damaged by nesting mice

## Pint-sized middle was a mini Dino

Last month I gave an account of the Peel Viking Sport that John Fisher had found on a Yorkshire farm. In the same location, stored in a brick barn, there was another Mini-based kit, a Cox GTM.

The Grand Touring Mini was first offered in 1966 by Cox and Hoster, and was possibly the first ever mid-engined kit car, inspired, some say, by the Ferrari Dino 206S. Production stopped after 50 had been built, at which point Howard Heerey took over the project, making another 170 kits by 1971.

John Fisher's car was bought in 1968 by a J Aldred of Bolton, and used a '61 850cc Mini van as a donor. The logbook later records the engine as being 1120cc, and it's thought that this unit was equipped with a Shorrock blower.

A name mentioned in the documentation is N Greenhalgh, who is believed to have been involved in hillclimbing. The car has been lowered and fitted with a custom petrol tank and twin fuel pumps. It currently sports a 1-litre engine with twin carburettors.

The Cox appears to have been used on the road in the Bolton area until 1978, and then again in 1987. In 1993 it was in Wales and the donor's original number, 854 UTJ, was re-issued by the DVLA. The GTM was driven to Yorkshire in 1995 and was to have been sold to Japan but the deal fell through.

Fisher reports that, as found, the brakes and carburettors were seized and the interior had been home to rodents. The motor has now been running using a gravity-fed fuel supply, and work is progressing.

## Longbridge rarity saved

Jack and Joan Goodacre bought their '52 Austin Atlantic in 1955, prior to which it was owned by a Gilbert Layzell of Chailey and a Walter de Groot from Datchet.

Living next door at the time was a young John Nesbit, who remembers the car being taken off the road in the '70s. The A90 remained in the garage under stacks of garden equipment and, when Goodacre died, his widow offered it to her old neighbour.

"Jack was a hoarder and it came with bills, notes, a manual and tax discs going back to the '50s," said Nesbit. "It had 48,000 miles on the clock but his records revealed this to be 148k." Thanks to the Austin Counties Car Club, restoration is now progressing.



A90 spent decades buried in garage

## Alvis has left the building



12/70 today, and in its prime (below)

When Lee Bugler went to view an early Daimler Sovereign 2.8 in Bournemouth, he was asked if he would also be interested in a much older car. That turned out to be a '38 Alvis 12/70 drophead that had been in storage since being taken off the road for repairs in 1964.

Bugler's father Derek was about to retire and was looking for a project. He admits that he knew nothing about the marque, let alone this model, but, after discussions with Robin Gilbert

and other members of the Alvis Owner Club, he decided to purchase it. Bugler owns BAR Recovery in Southampton, so transport was not a problem but getting the Alvis out was, because space was very confined and it was on flat tyres. In the end, Derek pulled it out with his Land-Rover. Interestingly, several neighbours appeared as the 12/70 was being extricated and were amazed to see it – none had any idea it was there!

Club records show that ERU 385 was bodied by Mulliners and supplied in January 1939 by George Hartwell of Bournemouth to a Mr RA Perceval. It was later owned by a Mr R Dibben and is believed to have been in the same area its entire life.

As for the Daimler that started this story, Bugler did buy the car but it was too far gone to restore, so he broke it for spares.



## Mystery Car Competition

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A great coachbuilder and a French car maker better known for its later, less grandiose buzzboxes and rotboxes combined to show this svelte two-door at the Paris Salon in '49.

So who can tell us most about it? Entries by 1 January to Mystery Car Competition (December 2015) at the address on p10 or e-mail [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com) with 'Mystery Car – December 2015' as the subject. Please include your full postal address.



### SEPTEMBER'S WINNER

We again find ourselves in a position where we have decided not to reward hero collector Corrado Lopresto for spotting his own car – in this case the Sibilo Lancia. The 1978 Bertone concept was touted as a Stratos successor and was based on the same platform, but stretched by several inches and painted very brown. Well done to our winner, Timothy Edwards of South Carolina, USA.





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HISTORICS  
AT BROOKLANDS

# Mick Walsh

## FROM THE COCKPIT

**D**iscussions about first cars always make a fascinating topic, but few would match London-based American Pierce Carlson. Best known as a collector's toy specialist with a passion for model railways – he was a founder member of the London Toy and Model Museum – Carlson's interest in motoring dates back to 1948.

"My father was in the military," Carlson recalls, "so we never had a home town. Packards were my first love when I was at high school, but only one boy in the class had a car. While working for a summer at Boeing in Pasadena, I heard a story about a locally owned Mercedes. I went over with friends and, as soon as I saw it, my allegiance switched. The long bonnet and outside exhaust were everything that I loved about that era of automobile, but more so. There was a stack of recent bills and, despite knowing nothing about the marque, I scraped up enough savings to buy it. There were no books or magazines then, so the only way you'd learn was by talking to old mechanics such as Jo Reinfeld. I later discovered that my car was first owned by Al Jolson."

Carlson drove the exotic 1928 Mercedes as much as he could, with friends enlisted to pay for petrol in exchange for lifts: "It was quick and, when I was 18, I had no hesitation about using the supercharger. Most cars were good for 60mph, but the S-type would cruise at 80. As you throttled down you'd get a huge tongue of flame out of the exhaust, which looked spectacular when motoring around Los Angeles at night. We went everywhere with the windscreen folded flat, and one weekend took it down to Mexico."

After an action-packed three months' ownership, the engine finally cried enough near San Luis Obispo. "A piston let go, which resulted in a terrible banging," says Carlson. "We dropped the sump and took the rod out before limping it home on five cylinders. I eventually sold the Mercedes for what I paid, but no car has matched the excitement since." That very S-type is now one of the stars of the Blackhawk Collection.

Once bitten, Carlson was always on the lookout for another S-type: "Hollywood was a key market for Mercedes, so many great cars ended up there. In the spring of 1950, I used to see a 1928 Saoutchik S-type parked on the streets in LA. It was the daily driver of a local photographer and had a cheap green paint job that

covered the beautiful plated trim. I later saw it for sale at \$1500, but I was broke as usual. The same car won at Pebble Beach in 2012."

A second S-type purchased by Carlson didn't live up to the first: "It turned out to be Otto Merz's 1927 German Grand Prix winner, which was sold to California in 1928. The supercharger and clutch were missing and a Buick back axle had been fitted. We fixed it up, but it never drove as well as the Jolson car."

When Carlson couldn't afford an enticing discovery, he'd often talk a mate into buying it: "We found a rare Mercedes SS that had been used as a glider tug at a small airport near LA. It was rumoured that Howard Hughes had once owned the car. The body had been removed during the war and piled up behind a hangar, so the scrapper soon gobbled it up. I bought it for Howard 'Pack' Packard, a former fighter pilot friend who fitted wicker seats and used it to commute over the mountains from the San Fernando Valley to his office in Santa Monica."

Carlson discovered the ultimate barnfind on a trip to Washington DC in 1961. "It was a genuine SSK," he explains, "and the owner wanted \$5000 or an HRG. I'd already bought a 1923 Bentley and had a family, with two small children, so I lost my nerve. I remember sitting in the driver's seat and the vision of its giant tachometer reminds me that I should have tried harder to find the money. I sometimes feel that I lived my collecting life in reverse, and selling that first



Carlson and pal get ready for a run in his first car, the ex-Al Jolson S-type

"We found a Mercedes SS that had been used as a glider tug at a small airport near Los Angeles"

Mercedes was like losing a favourite relative."

Carlson's motoring experiences could fill a book and, now in his 80s, he still enjoys his fabulous 1929 Packard 645. Back in 2008, he drove this impressive Dietrich Sport Phaeton 2000 miles from England to Italy and back, including a run down the Amalfi coast, plus a visit to Monte Cassino. He's an inspiration to us all.



Carlson with treasured HO-scale streamlined locomotives



One that got away: exotic SSK came to light in Washington





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# James Elliott

## MISFIRE



**I**t has recently come to my notice that despite an entire adulthood (which has now lasted rather longer than the childhood that preceded it) dedicated to classics, and the past 20 years actually working in the classic 'industry' (for want of a better word), I have never discovered a barnfind. This seems like a particularly grand failure, because I was always led to believe that it was an essential rite of passage for every enthusiast.

If in all that time, especially with the access and contacts that I have enjoyed, you can't even tease out a dilapidated A35 from a shed in Northolt, there is no hope for you. After all, Martin Buckley can barely pop out for a pint of milk and a newspaper without coming back with a project car that someone has offloaded on him in return for a carton of eggs. Michael Ware, meanwhile, seems almost unable to open his front door without finding his garden festooned with abandoned Austin Sevens.

In any case, this month I came as close as I ever have. I didn't find the car (or rather, shell) in question, nor did I list it on eBay, nor was I the first to identify it (though I knew what it was the moment I set eyes on it). I wasn't even the one who bought it but, thanks to the internet playing out the story live as the mystery unravelled, I at least experienced the frisson of something special and genuinely unknown suddenly breaking cover.

It all started in October with an eBay listing that said: 'Possible Lamborghini jarama prototype???' Now obviously that piqued my interest, even beyond the spelling and grammar. I read of the rust-free, virgin shell's discovery in an East Sussex barn where it had been for 25 years, in the process wading through every possible combination of the letters J A R A M A – jamara was the most frequent – and the sacrilegious suggestion that it would make a fine basis for a kit car.

Then I looked at the pictures, and sure enough there were a couple of blokes wrestling a monocoque out of a suitably *Deliverance*-like shed. Except that this was no Arajma, it was a bloomin' Jensen F-Type. Amid all sorts of online white noise about what the mystery car might be, I knew instantly. And I couldn't believe my eyes.

The demise and whereabouts of this abandoned Interceptor replacement might not mean much to anyone outside of marque circles, but I was bowled over that it had come to light in such

'Amid all sorts of online white noise about what the mystery car might be, I knew instantly it was a Jensen. And I couldn't believe my eyes'

circumstances. After all, Kelvin Way veterans attest to no more than five of the William Towns-designed bodies being built. One was crash-tested (it didn't fare at all well), one was built up and then scrapped, and two are currently with a Dutch owner. Which leaves one other.

I excitedly rushed to the Jensen Owners' Club website to share 'my' discovery with fellow lovers of West Bromwich iron. I was ready to regale them with news that there was a major development with regard to the 1972 project that had apparently been slated for launch two years later. Naturally, by the time I got there I found that the thread about the freshly discovered F-Type bodyshell was already on its third page. Pretty soon more info and pictures seeped into the mix and debate raged over, well, everything, but primarily whether it could be built up into a road-legal car as the G-Type prototype had been.

Then, having put his sleuthing skills to good use while everyone else nattered, club chairman Paul 'Lewi' Lewis announced that he had tracked down the new owner. Though they wished to remain anonymous – for the moment at least – it was a long-term member and the F-Type was in good hands, even though the buyer wasn't sure what they were going to do



From above: F-Type as found in a Sussex shed; 43 years earlier, Jensen was pinning its hopes on the William Towns-styled Interceptor replacement

with it. They are sure, though, that it will be preserved and shown as a time capsule rather than molested. Cue jubilation.

That reaction may seem a bit OTT, but for something so enigmatic to reappear out of nowhere, have its importance – equal in measure only to its uselessness as a car – immediately recognised and its future quickly secured is a bit special. And the process was rather exciting. A happy ending then, and in a way I was there.

Except that, F-Type or not, I still don't have a real barnfind to my name.



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# Simon Taylor

## FULL THROTTLE

Same car, same driver:  
Bob Wood taking a tight  
line at Prescott in 1963  
and, bottom, still on a tight  
line at the Chicane at this  
year's Goodwood Revival

**L**oyalty is a virtue not always found among old car lovers. To the delight of the dealers and the auction houses, some of you are positively promiscuous, always looking for a four-wheeled ideal that you can never quite find. But in the VSCC I suspect there's more than the average degree of marque faithfulness: you may be a Riley person, or a WO Bentley person, or an Austin Seven person, or perhaps an Amilcar or Lea-Francis person. You may even want to spend your days with a single type, be it 30-98 or Hornet, M35 or 1750. Often these are family loyalties, passed down from parent to offspring.

But Bob Wood is a man whose relationship with one single car may be unequalled in its energy and longevity. In 1958, when he was 24 years old, a friend let him have a run in a low-chassis S-type Invicta. Many of those Invictas carried names in period, such as *Scythe* and *Sea Lion*, and this one was *Felicity*. Bob was smitten, and in 1960 he persuaded the owner to sell it to him for a few hundred quid.

At once he began to race it on British circuits, and then around Europe – the Nürburgring, Monthéry, Le Mans, Knutsdorp in Sweden, the Klausen Hillclimb high in the Swiss Alps. A favourite photo in his scrapbook is of Fangio, honoured guest at Spa one year, congratulating him on his pole position.

Of course, the Invicta has always been driven to and from every event. For Zandvoort, Bob would catch the Friday midnight boat to Zeebrugge, drive north to the Dutch track in time for Saturday morning practice, race the car that afternoon, dash back to the ferry and be home in West Wycombe for Sunday breakfast.

For a while he also raced an ex-de Graffenried Maserati 4CL single-seater. That, of course, had to go on a trailer, so he put a hook on the back of the Invicta and towed it with that – Meadows 4½-litre engines are torquey. Once they got to the event, while he campaigned the Maserati his wife Sally would race the Invicta. It's a four-seater, sort of, so when their two sons were small they'd travel under the tonneau in sleeping bags.

And here's the thing. Bob is now 81, and he's still racing the Invicta. In fact, he's racing it often: during September alone I saw him in action twice, in the Brooklands Trophy at the Goodwood Revival, and then a week later at the Kop Hill Climb. That means he has raced *Felicity* without a break for 55 years. I think only Tom Delaney, who raced his Lea-Francis Hyper from age 20 until just before his death at 95 in 2006, has beaten that.

Bob has long ago lost count of how many events he's done, but he does know that he and *Felicity* have clocked up well over half a million miles together. Over all that distance it has been astonishingly reliable, with only two serious mechanical retirements: a broken halfshaft at the 'Ring and a fractured propshaft joint in a Belgian sprint.

Plus there was the time on the road when, pressing on towards Canterbury, a rod came through the side: "Not the car's fault – I'd done the damage some months before, when I overrevved it in a European hillclimb. I stopped, and the car following stopped. Its driver was most upset. Turned out my conrod had gone through his windscreen."

At Kop Hill the long, low Invicta was looking as beautiful as ever and Bob, as usual, was pressing on. This was the seventh running of this delightful event (see *News*), which commemorates the last hillclimb run legally on mainland UK public roads before Francis Givens's Bugatti crashed into the crowd there in 1925, leading to an immediate ban.

As well as some 90 motorcycles of all ages, more than 250 cars took part this year, from the



John Cobb Napier-Railton via an extraordinary variety of Edwardian, vintage, PVT and classic machinery to moderns such as Lamborghini Gallardo and Ferrari 458 E2.

Being on a (closed) public road it's not timed, but it's steep, blind at the top, and all the corners are fast ones, so my annual visit in the Stovebolt always manages to curl my toes. Spectators can wander around the cars and get a great view of the hill, all proceeds go to charity, and if you live within a day's march of Princes Risborough you'd be mad to miss it next year.

Bob'll be there again, because *Felicity* is still in fine fettle, and he has no intention of curtailing his fun with her: "I reckon I've got another 20 years left. That'll take our time together to 75 years." We'll drink to that.

"The other car's driver  
was most upset. Turned  
out my conrod had gone  
through his windscreen"





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# Martin Buckley

## BACKFIRE

**P**erhaps as a kind of atonement for all the noxious, barely-into-double-figures barges that I have driven over the past 30 years, recently I have found myself behind the wheel of a 70mpg Honda Insight. Don't worry, I haven't purchased it with my own money – I'm just 'looking after' the poor thing for a friend.

Said pal has become so hooked on these pioneer hybrids that he bought a second one on a whim and asked me if I could sell his original grey one. No problem – you can't have too many reliable cars around you, is what I say.

All I knew about the Insight (I keep wanting to call it the incest) was that it was rarer and nicer than the appalling Toyota Pious, and had recently gone down the ownership food chain from rich hippies to computer geeks. The owner of this car is neither of those, so I was intrigued as to why he rated it so highly.

At first, I ignored the thing, using it only when my Lancia Gamma died (again) and I couldn't be bothered to get another barge out of the shed. Then, on my short commute, a mild interest in this oddity of a vehicle began to develop. That turned into a bond, and slowly I began to favour the Honda over other cars. Not simply for the economy (which is refreshing – you can drive around seemingly for weeks on £40 worth of juice) but also for the way the thing drives. It is genuinely good fun.

You can convince yourself that its three-cylinder engine has the throaty timbre of an NSX while reveling in handling that I find astonishingly good. I should probably qualify that by

saying that I drive a lot of old cars that owners of moderns would find unbelievably bad, so my point of comparison is quite low.

While not exactly fast, the 1-litre, 67bhp Insight is by no means slow. Its performance – the battery behind the seats boosts the engine somewhat in the manner of a turbo – feels akin to one of my old Lancia Flavia 2000 coupés, which just shows what you can do with a low-drag shape (0.25Cd) and extreme weight-saving.

Were it not for the crunchy synchromesh on

this one, the gearbox would be a slick-shifting delight. It allows huge maxima in the intermediates – 70mph in second if you take it to the redline – and the 'triple' smooths out so much that you need to take notice of the arrows on the dash and change up before you think you should.

Around town, the engine cuts itself when you are standing still and automatically fires up – almost instantly – when you select first, a process that occasionally catches you out. On open roads it will sit at high speed all day if you like, but the real point of the Insight is to get the recharging system working for you. You don't want to let the battery run down too much, so the tendency is to ease off to the point where the green lights kick-in on the *Buck Rogers* digital dashboard – the aesthetic high point of a pared-down interior that is otherwise a bit drab.

In contrast, the body – a lightweight mixture of aluminium and plastic – looks like a cross between a Le Mans Panhard and a prop from *Logan's Run*. I suppose I shouldn't have been surprised by the amount of attention it gets (about equally split between positive and negative) but, interestingly, even the "What is it, mate?"

contingent seem to instinctively know that it is some manner of electric vehicle. Others regularly take it to be an obscure Citroën.

It was only when I began swotting up on these first-generation Insights that I realised how special they are. In the manner of NSU's Wankel Spider, the car was a testbed for new technology and was developed without budget limitations: it didn't matter what it cost, it had to be right. Thus, even at £17,000 apiece, Honda lost shedloads of money on each one it sold.



Paint it blue and the Mk1 Insight could be a contender for the Index of Thermal Efficiency



Space-age instrument panel gives the cabin a welcome lift

Production ran from 1999-'06, with just 17,000 sales worldwide – but I doubt its maker was particularly fussed. It had made its point and done the groundwork for subsequent, more mainstream hybrids, as well as showing that eco vehicles don't need to be dull. I was shocked to find that only 239 Mk1s were sold in the UK, though. No wonder so few people have seen one.

It's hard to find a flaw in the Insight, as long as you accept the limitations of only two seats plus a slightly jiggly ride. I haven't liked a Japanese car this much since my Nissan Cedric estate, which was a lot less eco-friendly but cost me only £100. Or it might even have been a freebie. I don't remember, but my feeling is that most of the Japanese cars I've owned have been donated rather than bought with real money. Could I generate £3000 worth of enthusiasm to buy this one? Possibly, but not just at the moment.

**'The lightweight body looks like a cross between a Le Mans Panhard and a prop from *Logan's Run*'**



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## Letter of the month

Letter of the month wins a Gliptone leathercare kit. For products, advice and orders, call 01527 911322 or go to [www.liquidleather.com](http://www.liquidleather.com)



### That mesmerising Métallurgique

The November issue of *C&SC* was an interesting read, because for 25 years I piloted the Métallurgique for Douglas Fitzpatrick. There was a knack to it, and few succeeded!

As you say in your article, it is geared in top at some 80mph per 1000rpm so, although the gears are nicely spaced, it needed to be taken from a tickover of about 350rpm when warm to 800rpm before second could be engaged... Few people had the courage to rev it in first, so never made it into second.

I'm still proud of my VSCC pot for FTD at the Colerne sprint in July '81. During practice, the standing start kilometre was over 100mph, and I promise that the clutch was slipping for the entire run. The final times were 17.80 seconds for the quarter mile and 31.71 for the kilometre – not bad for an Edwardian.

I took it around Ireland in 1976 on the Gordon Bennett re-run, and also to the south of France for a hillclimb up Mont Ventoux. Cruising

on the *autoroute* at 80mph-plus with an occasional burst to show off its true prowess amazed admirers.

The starting procedure was pure theatre. When driving the car without Fitzpatrick (he generously used to let me take it out without him) I learnt to recognise the different compressions. I could pull it over to TDC on number 2, then fire the trembler coil without looking for the mark on the flywheel. It would hold compression for long enough to enable you to stow the crowbar then don suitable clothing and goggles before flicking the switch. It would then appear to burst into life unaided, scaring onlookers and their dogs alike!

I still have an LP of Steady Barker and Fitzpatrick driving the Met, and sometimes play it after dinner parties. It gets the stragglers away.

Happy memories of one of the world's greatest cars. Thank you.

**Alan Carter**

*Via e-mail*

Few drivers were ever brave enough to change up to second gear in the Métallurgique, says Carter



### Edwardian hot rod

Your article on the Métallurgique (*C&SC*, November) reminded me of an old family legend.

In the '50s my father was Rolls-Royce's representative in East Anglia. He once went to visit Mr Fitzpatrick with a view to selling him a new Bentley. Fitzpatrick agreed to buy one, as long as the demonstrator beat his car in a drag race on one of Norfolk's disused airfields. The old man looked at the skinny tyres and barn-door aerodynamics, then agreed.

My father was no mean driver, and was at the time competing in small-capacity sports car racing, so he spent the intervening period working out what he was going to spend the commission on.

On the day, he drew up alongside the Métallurgique and waited for the flag to drop. It was all over in about 10 yards because, in an explosion of noise and smoke, the Edwardian blasted off the line and disappeared. Subsequent investigation revealed a succession of black tyre marks going up the runway corresponding with each piston stroke. No sale, but a greater appreciation of 'outdated' technology.

What a pleasure it was to finally put pictures to the story.

**Nick Bleaney**

*Via e-mail*



Renault 16TS was quick and comfortable, reckons Bentley, who drove from Canada to California in his

### R16 remembered

I bought a new Renault 16TS (*C&SC*, September) in Vancouver in 1970. The car, I was told, was assembled in Quebec, but the engine was built in France.

The interior was very comfortable, in looks and style. In the days when you could not pump your own fuel, attendants often remarked, "Wow, look at those seats!"

The torsion-bar suspension was excellent and crossing railroad tracks at intersections you would hardly feel the bumps. You never felt tired in the car after long hours.

The engine had a hemi head and the mechanic who serviced mine said that he once reached 122mph in

a TS. I did over 100mph with ease.

At high speed on a long, level straight you could feel the second choke of the Weber carburettor cutting in, although during hard acceleration both would be in play.

The sales were not all that good in Canada because people thought the body shape strange, but I now think it was the forerunner of today's SUVs. Renault virtually copied the Citroën Traction Avant, (I once owned a 1956 Slough-built version), which is ironic because, on seeing that car in around 1934, Louis Renault apparently said to André Citroën: "I will never make a front-wheel-drive car."

**Stephen Bentley**

*Vancouver, BC, Canada*

### Régie's rusty rival

Your article on the Renault 16 (*C&SC*, September), took me back to 1973, when my parents returned from the Middle East to Glasgow.

My father agonised over which car to buy, and among the choices were the R16 and Simca 1204S. He was also keen on the DS, but it was too pricey. As a boy of 12, I liked the R16 TX with its matt-black tail, or the horrendously expensive Citroën SM, not the pedestrian models that we were looking at.

He eventually bought the Simca, which, after six months, started to rust badly. He took it to the dealer, where he was scolded for having a damp garage! By 1975, it looked as though it had been used for target practice by the Navy – underwater!

Still, the photo of the pristine one on page 25 of the same issue makes me hopeful that a few have survived.

**Bruce A Healey**

*Cincinnati, Ohio, USA*



Healey was surprised by rust-free Simca





It may look cool, but the DS is not a car for warm weather, reckons former owner Becker

## Hot and bothered

I much enjoyed your article on the Citroën DS 60th-anniversary celebration (*C&SC*, October). Having owned a 1974 DS23 EFI, I am familiar with their charm and idiosyncrasies, and sometimes lament having got rid of it.

Your story, however, like every other review I've ever read on this vehicle, omitted a major deficiency that renders the car extremely difficult to live with. The cabin gets seriously hot, unbearably so.

No doubt this is exacerbated by the fact that the engine sits so far back that it partially shares the cabin with the occupants, and the dash above it forms a wonderful radiator.

I used the DS as my everyday car for a couple of years, but in the end sold it because the driving experience on anything approaching a hot day was so unpleasant. It did leave many warm memories, though!

**David Becker**  
Sydney, Australia

## Champion's Aston

The letter from Robin Moorshead regarding the Aston DB2/4 that he considered buying in 1970 or '71 (*C&SC*, September) brought back memories. I rode in it as a young teenager when it was owned by the cyclist Tom Simpson, who was visiting my sports journalist father.

Simpson bought the French-registered, left-hand-drive car while he was racing in France in 1959. After having some repairs carried out, he drove to Germany, where his future wife Helen was working, then on to his home near Doncaster for their wedding.

In his autobiography, *Cycling is My Life*, Simpson told of being stopped by police when he drove past a queue of traffic waiting at a level crossing on the A1 in Newark. "Don't you realise you are on the wrong side of the road?" asked the policeman. "Using my hands

expressively, I turned to him and replied 'No!' He took a quick look at my left-hand-drive car and said 'another bloody froggie!' and waved me on as the gates opened."

It is something of a mystery that the first owner in the logbook was David Brown. John Purser, who is chairman of the AMOC and coincidentally also a cycling enthusiast, told me: "I have a hunch that it could have been David Brown Jnr's car, but I have asked his son Adam, and 1953 means nothing to him."

Recollections of the Aston prompted a flurry of replies when I posted a comment on the Tom Simpson Appreciation Group Facebook page, his widow fondly recalling the visit to Germany.

As for where the car is now, research has drawn a blank. "In the early 1970s, a lot of cars were abused, as this one seems to have been, and many were broken up or scrapped," says John Purser.

**Graham Snowden**  
Sheffield

## Continental capers

I very much liked the article by Mick Walsh on the Bentley Continental, Blue Lena (*C&SC*, October).

He obviously had only limited space to tell of the adventures of JLP 400D and her louche occupants of the day. One story, which I shall not repeat here in any detail, records the blossoming relationship between Keith Richards and Anita Pallenberg in the back of the Bentley – witnessed by a slightly shocked driver, Tom Keylock, as the party drove down to Morocco.

Blue Lena also featured in the release from prison of Robert Fraser, the ex-Etonian art gallery owner, former Army officer and, by the mid-'60s, dealer (in drugs as well as Magrittes) following his incarceration for possessing heroin.

The story is that Fraser, nearing the end of his sentence, decided that it was imperative to leave in a style



Sex, drugs, rock 'n' roll... it's done the lot

befitting him and so ordered up a Daimler to impress his fellow cons as well as the prison officers.

There is film footage of Fraser eventually leaving Wormwood Scrubs, but the car in which he can be seen driving out of the jail is not a Daimler. Instead, it is none other than the Bentley Continental, Blue Lena, loaned for the occasion by Keith Richards who was a close chum of Fraser at the time.

**Kerry Gill**  
Stirlingshire

## Enigma machine

The mystery roadster on page 30 of your August edition was once the centrepiece of an ad campaign featuring an Irishman looking for parts for his Goggo. An idiotic advert, but it did its job and stuck.

The basis of the car is in fact pictured on the facing page. Believe it or not, in spite of looking like a cartoon D-type, it's a Goggomobil.

The cars were sold in Oz by Bill Buckle Motors, and the Goggomobil Dart, to give the roadster its full name, was imported in quite healthy numbers. It was a very pretty little thing and had adequate performance for the time.

My late wife and I had a Goggo when we built our first house. We'd been paying off an Isuzu Bellett but the building society decided that we couldn't afford the car and a house loan, so the Isuzu went. In its place came the Goggomobil, which is the only car I've known to have overheated coming down the steep Lapstone Hill on the Great Western Highway – in winter, no less.

The only example ever to perform with anything approaching gusto was a GT built by Neil McKay. With a blown Goliath 1100cc engine driving through a VW gearbox, it was fearsome and monstered many a hillclimb.

**Brian Byrne**  
Via e-mail



Mystery roadster is a Goggo, says Byrne

# Pedant of the month

Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to [james.elliott@haymarket.com](mailto:james.elliott@haymarket.com)



No doubt many enthusiasts will have spotted that the 'unmolested pre-war gem' on page 31 of the November issue is not a Morris Eight Series E, but an early Eight.

These cars were a blatant copy of the contemporary Ford Eight, and can be recognised by their chromed radiator surround and wire wheels. With an eye to keeping production costs down, the later Series II had a painted radiator cowl and Everclean pressed-steel wheels. The Series E, meanwhile, featured a rounded integral bodysell with headlights faired into the front wings. Introduced just before WW2, the 'E' was produced until the launch of the Issigonis-designed Minor in '48.

Attached (below) is photo of my old Eight, VY 8692, which was displayed at the York Motor Show in late '35. Sadly, she is long since gone – unless someone out there has found her tucked in a barn!

**Mick Bath**



## Comments and clarifications

The charming fire engine in the September issue (p61) is a Gobron (not Gordon)-Brillié, named after Gustave Gobron and Eugène Brillié.

**Jean Gorce**

I have been an enthusiastic subscriber to *C&SC* for many years and have had much pleasure from it each issue. I never imagined that I might think of myself as a potential *Pedant of the month*, but here goes.

In *Lost & found* (November), a '37 Morris Eight is referred to as a Series E. As if that's not enough, in *Case histories* a reference is made to a 1924 Morris Oxford 14/28 Tourer's pushrod 'four'. The engine is a sidevalve, with valves operated directly by the camshaft!

**Don Ryan**





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# Stefan Marjoram

## Working with a famous car-loving art critic

The late Brian Sewell was a lifelong car enthusiast. When he wrote a children's history on the life of Henry Royce, he struggled to find the right illustrator – until he discovered Stefan Marjoram.

“Out of the blue I received an e-mail from Quartet Books, so I put together some rough ideas,” recalls the multi-talented artist, photographer and film-maker who left Aardman Animations to join the Bloodhound LSR team. The artwork was well received and he got the job, but when he learnt of Sewell's serious illness, the pressure was on to get the illustrations completed in a month.

“I love the Edwardian era but had little experience sketching Rolls-Royces,” he remembers. “As a schoolboy I'd borrowed a book on Royce but it was very technical. Brian's story was more human.

“I posted a Facebook message asking about early cars in the Bristol area, because I like to sketch from life whenever possible. Robin Batchelor was a great help with the aviation references, particularly Royce's ballooning exploits. Looking at old maps and photo albums helped to create the mood. I'd love to have visited P&A Wood's workshop, but ran out of time.”

Marjoram had little correspondence from Sewell, but this wasn't surprising considering the critic's condition. “All I heard was that he liked the initial sketches of the Wright aeroplane and the 20hp racing in the TT,” he says. “That encouraged me to continue. The first two are my favourites because they were quick ideas and I was working without the text. ‘Just draw what you fancy,’ was his only guidance. His beautifully written story helped to set the atmosphere.”

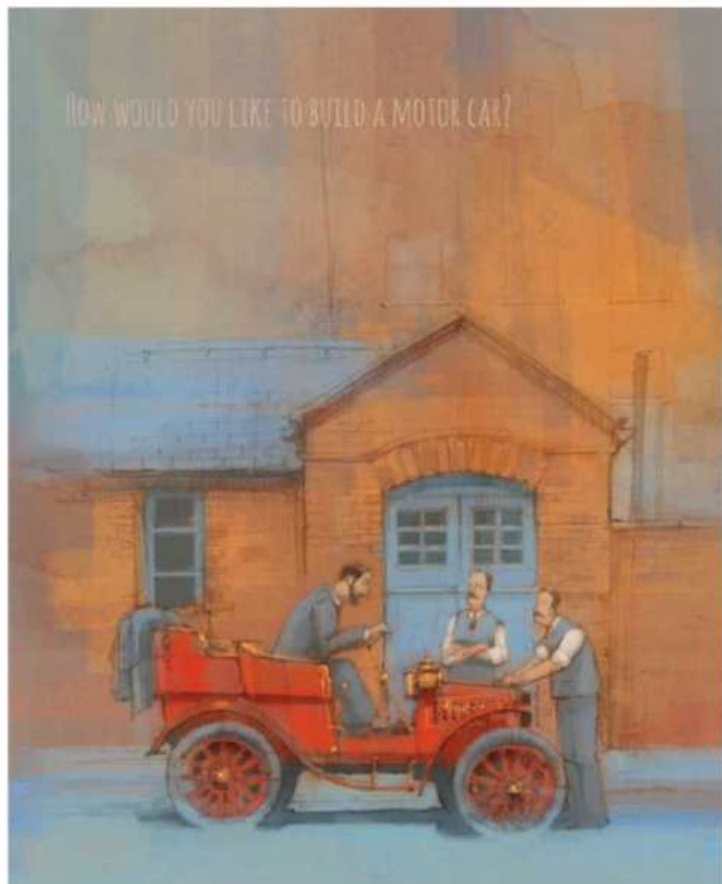
The pictures start with a traditional pencil sketch, but this is scanned once Marjoram is happy with the composition and details. From there, he switches to Photoshop: “I get too precious with watercolour, but with digital brushes you can go back a few steps if it doesn't work. Brian never requested any changes, though.”

Marjoram met Sewell just once, when photographing an Invicta Black Prince: “He turned out to be charming and didn't even complain about dog hairs in our food!” **MW**

*The Man Who Built the Best Car in the World* is published by Quartet, priced £11.99. ISBN 978 0 7043 7360 0. To see Marjoram's other work, visit [www.stefanmarjoram.com](http://www.stefanmarjoram.com)



Clockwise, from left: Henry Royce fettles his 10hp Decauville in 1903; early Marjoram sketch of the 20hp on the first TT; workaholic Royce and aristocratic Rolls in discussion; testing the Decauville – Royce and friends were not impressed; Silver Ghost at speed on the Alpine trial





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## CLASSIC BOOK OF THE MONTH

## JAGUAR DESIGN

From Swallow sidecars to the C-X17 SUV, this 512-page book covers the history of Jaguar styling. Author Nick Hull has first-hand experience inside the firm's design studio – having been involved in the XJ41, XJ220 and XJ-S facelift, as well as projects with TWR – so offers a valid perspective on the evolution of famous models and prototypes.

The big names feature extensively, from Sir William Lyons through to Geoff Lawson and Ian Callum (who contributed the foreword) but Hull also offers insight into unsung heroes such as Bob Blake, who interpreted many of Malcolm Sayer's sketches and models into full-scale prototypes.

The book is packed with photos showing the various stages of styling, from early renderings to mock-ups. The two-week transformation of the ugly XL prototype into the definitive XK120 never ceases to amaze, but it's the cancelled projects such as the Mk1 coupé and XJ4 that are the most intriguing.

As well as exteriors, Hull covers interior design, studio moves, the arrival of CAD and contracts outside of Jaguar. **MW £90** Nick Hull, Porter Press International. ISBN 978 1 9070 8529 1



## BUGATTIS ARE BACK

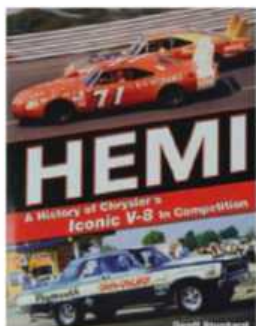
Veloce has reprinted two Bugatti books by Barrie Price. The first is *The Last French Bugatti*, covering the Type 57 and including the Type 59 Grand Prix racer as well as the post-war Type 101 (£45, ISBN 978 1 8458 4871 2). The second is *The Big Bugattis*, which features the Type 46 and Type 50 (£37.50, ISBN 978 1 8458 4872 9). For details, see [www.veloce.co.uk](http://www.veloce.co.uk)



## RAC BOOK OF THE YEAR

Simon Moore's lavish *The Magnificent Monopostos* was given the coveted Royal Automobile Club 2015 Book of the Year award on 28 October. The three-volume masterwork covers Alfa Romeo's Grand Prix racers from the P1 to the Alfetta and is available from Chater's.

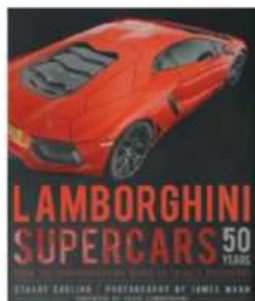
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## Hemi

Anyone fascinated with American V8s will enjoy lifelong Mopar fan Geoff Stunkard's review of Chrysler's legendary powerhouse. From the first-generation engines that powered the C300, to the winged wonders

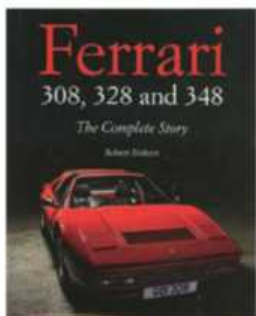
of the 1970s, this 190-page hardback book covers every performance development and specialist. As well as drag racing and NASCAR, Stunkard also highlights speedboats and Land Speed Record with the Summer Brothers' Goldenrod. **MW £27** Geoff Stunkard, Car Tech. ISBN 978 1 6132 5188 1



## Lamborghini Supercars

Written by *F1 Racing's* Stuart Codling with images by *C&SC's* own James Mann, this impressive tome is light on words, but big on stylish photography. Sant'Agata aficionados

won't learn anything new, but as a marque overview it does the job very nicely. The subject is addressed chronologically, kicking off with the Miura and ending with the Huracan. Each chapter features studio pictures, factfiles and archive material, plus panels on key characters and developments. **JE £50** Stuart Codling, Motorbooks. ISBN 978 0 7603 4795 9



## Ferrari 308, 328 and 348

Rarely has the subtitle '*The Complete Story*' been more apt than for Robert Fosskett's detailed study of these three V8s. There's lots of background, plus model evolution and specs, but written

in an engaging fashion and illustrated with photos of every variation – even the black 308GT4 (on wires!) that lives at Graceland. It features a chapter on models and concludes with a really useful buying and ownership section. It's a bargain, too. **DE £25** Robert Fosskett, Crowood. ISBN 978 1 8479 7885 1



## The Early Days

Much more than a book covering the genesis of the Rolls-Royce Silver Cloud

and Bentley S Series, this inspired production features a collection of reproduction memorabilia relating to these stylish vehicles. A period press release, HJ Mulliner drawing, dashboard control card, and even a 1955 Motor Show lunch menu are packed into the slipcase. Italian author Davide Bassoli also thoroughly reviews the launch in a 96-page paperback that includes a wealth of previously unseen photographs. **MW £125** Davide Bassoli, Nubes Argentea. ISBN 978 8 8909 5712 3. Order from [www.nubesargentea.com](http://www.nubesargentea.com)

## BRITISH MILITARY LAND-ROVERS

The armed forces and Land-Rover have had a relationship for as long as the marque has existed, and James Taylor's latest book examines that pairing. As with the author's previous offerings, it is detailed and well illustrated. It's authoritative and great value to boot. **£35** ISBN 978 1 9061 3365 8



## MORE ICONIC RACERS

Porter Press has announced five forthcoming books in its *Great Cars* series. These will include the Maserati 250F chassis 2528 and ERA R4D, followed by Ferrari 250GTO (4153 GT), Lola T70 and Daytona Cobra. Two *Great Cars* titles (the Jaguar E-type, 4 WPD, and Porsche 917) were shortlisted for the RAC Book of the Year. **£25** See [www.porterpress.co.uk](http://www.porterpress.co.uk)







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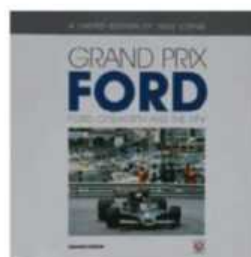
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## BOOKS



## Grand Prix Ford

The story of the all-conquering Cosworth DFV engine is well known, but this new effort from Graham Robson has a slightly different emphasis. He does, of course, cover the rise of Cosworth and the powerplant's development, but the main focus is on cataloguing each

Formula One car that raced in a World Championship round powered by a motor from the DFV family.

When you consider that derivatives of the V8 soldiered on until 1991, it's quite an undertaking and much of the initial research was done by the late Anthony Pritchard. From AGS to Wolf, it's a long list, and Robson closes by taking a wider look at F1 during the DFV's 3-litre heyday plus some of its rivals. The layout is a little uninspiring but the photos are good, and this will be a very useful reference. **JP £65** Graham Robson, Veloce. ISBN 978 1 8458 4624 4



## Ferrari 250GT SWB

The titles in Porter Press' *Great Cars* series are coming thick and fast. Number four focuses on the legendary Ferrari 250GT SWB chassis '2119 GT', which Stirling Moss drove to a dominant victory in the 1960 Tourist Trophy at Goodwood. Few know more about this great Ferrari than historian Doug Nye, who drove it extensively during Paul Vestey's 17-year ownership. Moss' races are covered in

depth, with 23 pages on the TT, including the memories of Rob Walker team mechanic Tony Cleverley. Later drives with Mike Parkes and Jack Sears are also highlighted, as well as owners from Gerry Crozier through to Ross Brawn. Studio pictures by James Mann complete the tome, but the concept feels a little stretched at times with career reviews of all involved, including 12 pages on Brawn's racing life. **MW £60** Doug Nye, Porter Press International. ISBN 978 1 9070 8523 9

## CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

### Thunder in Carolina

The '59 NASCAR season (and primarily the Labor Day Southern 500 at Darlington raceway) is the backdrop for *Thunder in Carolina*. Jim Reed won the real race, but the climax here has the wise veteran Mitch Cooper (Rory Calhoun) battling with his protégé Les York (Race Gentry) who's left to drive for the wealthy Reichert team.

If you can suffer the corny plot and cliché-ridden script, there's some evocative race action and convincing atmosphere. Familiar faces include Alan Hale Jr, best known for *Bonanza*, and Casey Jones, who plays the loyal team manager, plus Connie Hines, who stars as York's long-suffering wife Rene.

The driving saves the movie, including testing on North Carolina mountain roads where Cooper, a former moonshine runner, tells York: "Keep the lead in your foot and your brain in your head."

Authentic scenes include footage of the pre-race parades through Darlington, while the car-to-car footage must have gripped audiences. Stunt drivers included Joe Caspolich, who crashed in the 1957 Southern 500. Pronounced dead at the track, he was saved by a doctor in the morgue who discovered his hero was still alive. **MW**







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### 1:18

- 1 Top Marques' Dodge Viper SRT, £199.99
- 2 Minichamps' 1991 Will Hoy BMW M3 BTCC title winner, £169.99

### 1:43

- 3 Matrix's Alvis TA21 Tickford DHC, £74.99
- 4 Neo's R-R Phantom II Continental Gurney Nutting DHC, £91.99
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## Swapmeet diary

- 8 November** Springfield Exhibition Centre, Spalding, Lincs. 150 tables, 10am, £2.50 01522 880383; [www.j-jwebbttoyfairs.com](http://www.j-jwebbttoyfairs.com)
- 14 November** Sandown Park, Esher. 500 tables, 10:30am, £5.50 01604 846688; [www.barrypotterfairs.com](http://www.barrypotterfairs.com)
- 12 December** Brentwood Centre, Essex. 200 tables, 10am, £3 J&J
- 13 December** Stafford Showground. 250 tables, 10:30am, £3.50 BP
- 20 December** King Bush Centre, Huntingdon, Cambridgeshire. 230 tables, 10am, £3 J&J Webb
- 27 December** Hall 18, NEC. 600 tables, 10:30am, £6.50 BP Fairs
- 29 December** Macron Stadium, Horwich, Lancs. 300 stalls, 10:30am, £3.50 BP Fairs
- 30 December** Doncaster Exhibition Centre, Leger Way, Doncaster. 350 stalls, 10:30am, £3.50 BP Fairs





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As worn by Pete Brock at the Goodwood Revival, the pit jacket (£295) is now available together with the blue bowling team shirt (£99.95) and the classic Cobra t-shirt (£24.50). A full range of memorabilia, from models to keyfobs and beer glasses, is also offered. To order, call 01932 340888 or see [www.billshepherdmustang.com](http://www.billshepherdmustang.com)



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As well as its snug sheepskin flying coat and McQueen-inspired jacket, Second Skin has produced a stylish leather driver's coat. Evoking 1960s rally jackets, this tailored quilted design is made from the softest lamb's leather. The Aston (pictured) costs £279. For more details, call 0191 406 3524 or see [www.secondskin.co.uk](http://www.secondskin.co.uk)



## OLD-SCHOOL PRINTS

C&SC photographer James Mann is offering a set of limited-edition prints shot at the Goodwood Revival. All the images were taken on film using period cameras, including a Linhof and a Hasselblad. Prices start at £45. Call 07802 182375 or visit [www.jamesmann.com](http://www.jamesmann.com)



## Volvo in a saintly street scene



Paul Dove is best known for his motorsport portraits, but his latest work features Roger Moore driving *The Saint's* iconic Volvo P1800 through London's Piccadilly Circus at

night. Four P1800s were used in the making of the TV series, but the most famous is 71 DXC, which carried the dummy plate ST 1 for filming. Dove is producing a limited run of prints, measuring 56 x 42cm and costing £75 each plus p&p, while the original is available at £2500. See his website [www.pauldoveart.co.uk](http://www.pauldoveart.co.uk), or call 01726 66724.

## Vintage style is in the bag

A range of leather satchels and holdalls has been released by Norton. Made from full-grain, patinated tan hide with tough brass fittings, it's ideal for vintage motorists to carry tools or travel gear. The design features six pockets, a carry handle and adjustable shoulder strap, and is priced at £250. Order from [www.motolegends.com](http://www.motolegends.com), or call 08448 877788.



## Motorsport masters cards

Sculptor and artist Robin Bark has produced a new range of greetings cards featuring stylised details of historic cars and drivers. The designs include 'Tim' Birkin's 'Blower' Bentley single-seater, Jim Clark's Lotus 25 and Dick Jacobs' Le Mans MG EX182. A range of Christmas cards is also available. Prices are £10 for a pack of four or £45 for 20. Call 07767 824633 or visit <http://robinbark-motorart.com>



## Icons of elegance and speed

There's no stopping retired pattern maker Toby Sutton, who has now carved a Supermarine Spitfire to match his superb Jaguar C-type and Grand Prix Vanwall sculptures. Each work is made from a single block of solid English walnut, with lighter details cut from sycamore. The Spit measures 7½in long and is priced at £245, while the Jaguar and Vanwall are 8¼ and 8in respectively. An Alfaetta will be his next subject and a D-type is also planned. E-mail [susutton2@tiscali.co.uk](mailto:susutton2@tiscali.co.uk) or call 07762 418529.



## Automobilia diary

**7 November** Veteran Bazar, Chotusice, Czech Republic 00420 327 399 248; [www.oldtimer.cz](http://www.oldtimer.cz)

**8 November** Garstang Car & Bike Autojumble, at Hamilton House. Pitches £15. Entry £3.50, open 9am-1pm 07836 331324; [www.garstangautojumbles.co.uk](http://www.garstangautojumbles.co.uk)

**13-14 November** Automobilia auction, Seidel & Friedrich, Lustgartenstrasse 6, Ladenburg, Germany 0049 620 395 7777; [www.autotechnikauktion.de](http://www.autotechnikauktion.de)

**13-15 November** Lancaster Insurance Classic Motor Show. Extensive autojumble at the NEC 08712 301088; [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com)

**15 November** Autojumble plus Classic Car Show, at Newark & Notts Showground. Special parking for pre-'80 cars. Entry £10 (from 8am with early bird ticket) or £6 at 10am 01507 529470; [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)

**22 November** Autojumble at the Old Market Building, Huddersfield. Entry £2.50 01773 819154; <http://phoenixfairs.jimdo.com>

**13 December** Autojumble and Classic Car Show, at Newark, Notts. Details as 15 November  
**31 January** Autojumble and Car Show, at Newark. Details as above



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# GEMS IN THE GARDEN OF FRANCE

Located towards the eastern end of the Loire Valley, Valençay is best known for its fine Renaissance château, but the Musée de l'Automobile, just a few minutes' walk away, has some Gallic treasures of its own. The museum was established in 1964 by brothers Camille and André Guignard in nearby Vatan, their father having opened a garage there in 1910. The facility moved to Valençay in 1981 and to its present site, an airy former supermarket, 20 years later.

The layout of the exhibition was redesigned for 2015, giving visitors a better view of the collection. The vehicles on show are now grouped by make and then by date, making it easy to follow the evolution of a company. Post-war Renaults, for example, progress from the rear-engined 4CV, Ondine and R8 to the Frégate and pioneering R16.

Not surprisingly, home-grown marques dominate, with some 60 cars on permanent display. Nearly all are in running order and many are in good but unrestored original condition. There are dedicated areas for classic motorcycles and fire engines, the latter always popular with the French public. Numerous showcases around the building house period parts and posters, and there's a small cinema showing historic motoring films.

One of Valençay's strengths is its impressive array of cars from the early years of motoring, beginning with an 1898 Panhard et Levassor Type 5. Nearby, you can marvel at a 1906 Clément-Bayard that has covered 200,000 miles and a 1912 Delaunay-Belleville K6 that was driven from North Cape to The Caucasus in 1967. Another Delaunay-Belleville next to it served as an officers' car alongside the famous

*taxis de la Marne* in 1914, while the impressive Renault VI limousine carried former French Presidents Poincaré and Millerand.

The museum's exhibits also include lesser-known makes such as Le Zèbre and Turcat-Méry, while the curator, Jérôme Lemay, is especially proud of a 1928 Suèrre *camionnette* that has recently been completely restored.

The golden inter-war years are well represented by a 1936 Bugatti Type 57 Stelvio with bodywork by Swiss coachbuilder Gangloff. One of only 13 built, it is believed that just two are left in France but the car is still driven regularly.

Post-war models include the



Clockwise, from top:  
Panhard line-up includes Junior and Dyna X; R8 Gordini; well-travelled Clément-Bayard; 1898 Panhard et Levassor; Renault HK1; matching Delaunay-Belleville HH6 pair; gorgeous Bugatti T57



inevitable 2CV and Traction Avant, plus one of Citroën's quirky Ami-based rotary-engined M35 prototypes. In addition to the permanent exhibits, Valençay hosts a special display each year, Gordini being the marque of honour in 2015.

Clubs are especially welcome to visit, there being ample secure parking for classics, while an informal meeting is held for all enthusiasts on the first Sunday of each month from April to November. There is also a well-established autojumble on the first Sunday in June.

Families can buy a combined ticket for the museum and château, the latter laying on tours by candlelight plus a *son et lumière* show in the summer. **Julian Parish**

## The knowledge

**Address** 12 Avenue de la Résistance, 36600 Valençay, France

**Where?** Between the château and railway station in Valençay

**How much?** Adults €5.50, concessions €4.50, children seven-17 €3.50, special rates for families and groups

**Opening hours** Open daily from the end of March to 15 November, 10:30am-12:30pm and 2-6pm (extended afternoon opening hours from June-August)

**Tel** 0033 2 54 00 07 74

**Web** [www.musee-auto-valencay.fr](http://www.musee-auto-valencay.fr)





**Maybach DS8 Zeppelin Convertible**, 1933, one of the greatest and most expensive prewar cars ever built, restoration in absolutely stunning condition.



**Lagonda LG 6 Rapide Drophead Coupe**, 1938, 1 of 6 examples produced, Pebble Beach Concours D' Elegance double-trophy winner, restored by R. M.



**Mercedes-Benz 500K Special-Roadster**, 1935, original 500K extensively restored and rebodied by marque specialist, only 29 examples ever built.



**Horch 853 Sport Cabriolet**, 1937, has been fully restored by a Horch specialist, eligible for many shows and concours events.



**Mercedes-Benz 300 SL Coupe**, 1955, restored to concours condition, luggage set, 'matching-numbers'.



**Mercedes-Benz 300 SL Roadster**, 1960, documented, 'matching-numbers', history, 'frame off' restoration.



**Aston Martin DB 4 Series I**, 1959, sliding roof Webasto, restored, first leather, FIVA Passport, owner history.



**Ferrari 330 GT 2+2 Series I**, 1965, black leather hide, very original car, Ferrari Certificate.



**Mercedes-Benz 220 SE Ponton Convertible**, 1960, ice blue with ivory, extensively restored, 1 of only 1112.



**Ferrari 212 / 225 S Tuboscocca**, 1951, race history, 1 of 2 with racing frame-body by Vignale, 'matching'.

**Alfa Romeo 1900 C Sprint Series I Coupe**, 1952.  
**Alfa Romeo 6C 1750 GS**, 1930, body by James Young.  
**BMW 503 Cabriolet Series II**, 1958, 1 of only 58.  
**Ferrari F40**, 1990, mileage of only 29 041 KM!

**Invicta 4.5 I High Chassis Tourer**, 1928, unique car.  
**Lamborghini 400 GT Espada Serie II**, 1971, very original.  
**Lancia Delta 4 Stradale**, 1989, 23.800 KM, 4-wheel-drive.  
**MB 300 S Roadster**, 1953, unique coachwork, restored.

**Mercedes-Benz 300 Sc Roadster**, 1956, 1 of 53.  
**Mercedes-Benz 540 K Cabriolet A**, 1939, 1 of 32.  
**Mercedes-Benz 770 K Cabriolet D Tourenwagen**, 1931.  
**Renault V1 20/30 "Cape Top Victoria"**, 1909, restored.

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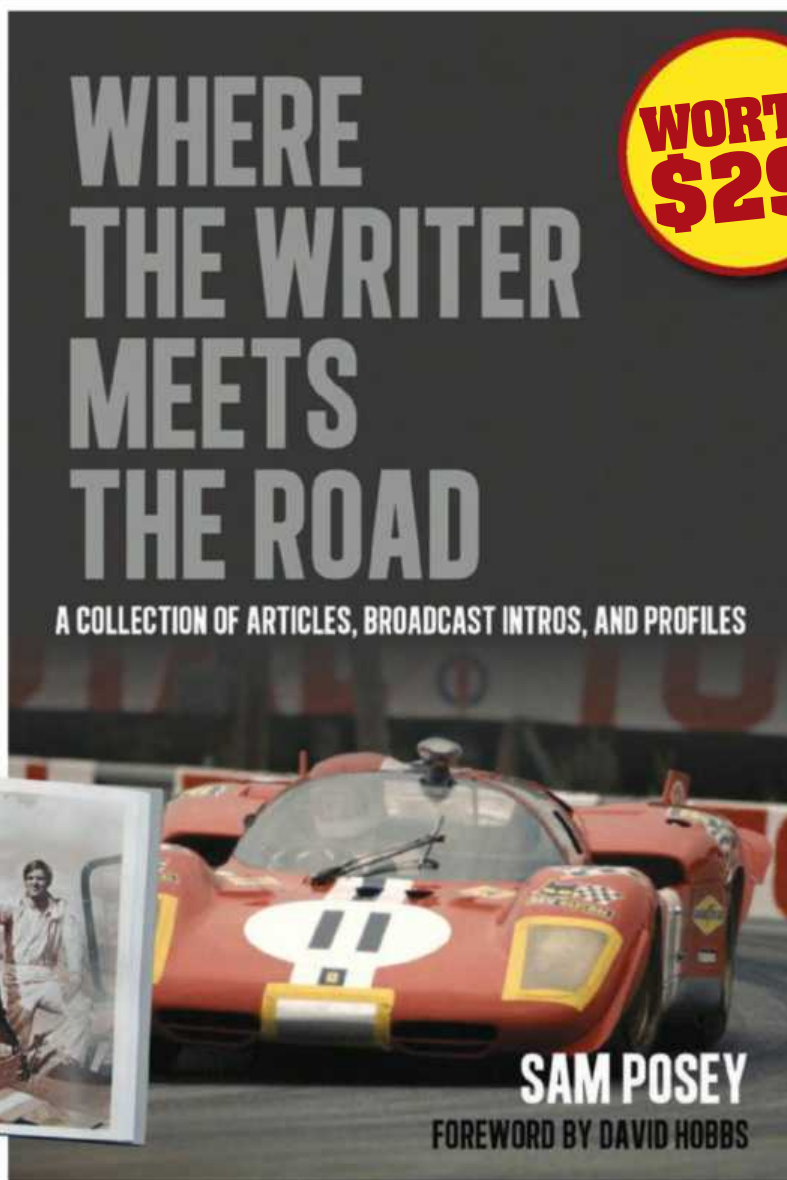
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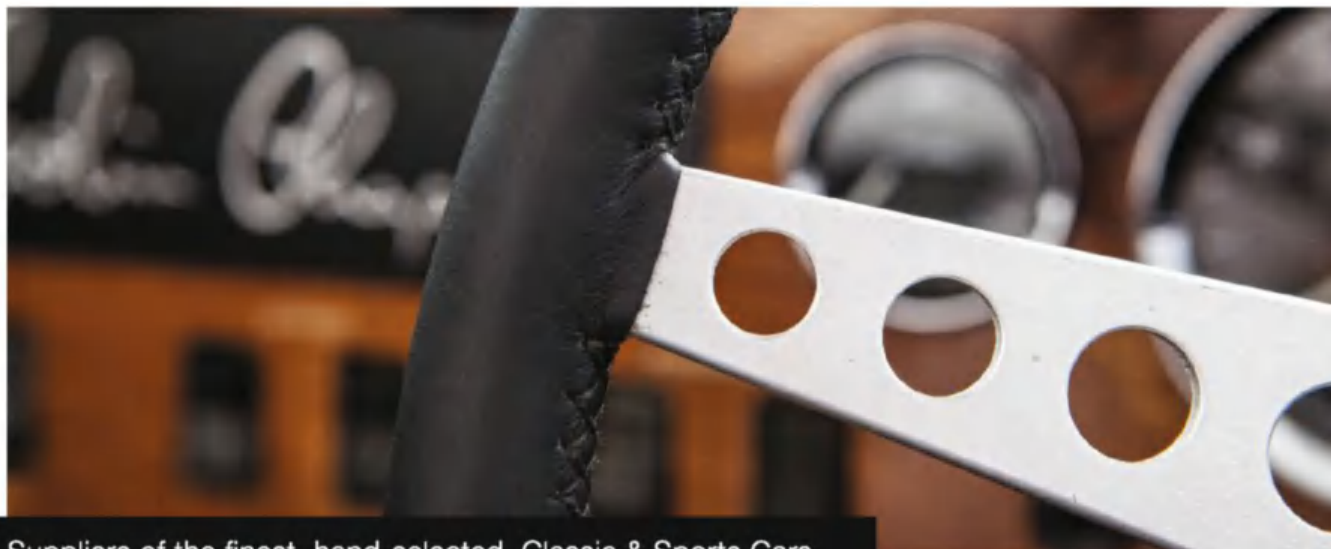
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#### Ferrari 275 GTB/4

This exceptional 275 GTB/4 is presented in its original colour of Celeste Chiaro and retains its original "matching numbers" motor and transaxle, having covered approximately 49,000 kms from new. It is Classiche Certified, totally restored, UK registered and complete with a continuous "five owners from new" history; this example is without doubt amongst the finest 275's available today. £POA



#### Ferrari 250 GT - Zagato Coachwork

One of just six Zagato bodied Ferrari 250 GT LWB motorcars believed in existence and arguably one of the prettiest Berlinetta Ferraris to have been bodied by the famous Italian coachbuilder. Converted in the 1990's by Zagato under the direction of Elio Zagato, the car features a plethora of stunning details including, of course, the 'double bubble' roof. Maintained by DK Engineering for the last decade, this stunning example has been enjoyed greatly by its current owner on tours and rallies as well as at some of the world's most exclusive Concours D'Elegance. £POA



#### Ferrari 365 GTB/4 "Daytona"

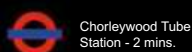
This UK Supplied RHD Daytona (1 of 158 examples) is presented in its Original Colour Combination of Argento with Blu leather. Formerly part of one of the finest collections in the world, the car is Matching Numbers, Classiche Certified and presented with its original tools and books. Recently totally restored, this Daytona is a previous Concours winner and is presented in award-winning condition. £POA

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## 1952 ASTON MARTIN DB2 DROPHEAD COUPE

£POA

Built by Aston Martin at their Feltham Works this is an excellent example of the charming DB2 Drop Head Coupe which was first supplied in 1952 before returning to the factory in 1953 for the engine to be upgraded to Vantage specification before the second owner, Captain P.B. Dodkins took delivery. The car has had three owners since, with the last collector owner commissioning a large amount of works since acquiring the car in 2004.

Originally built in Blue Haze, this example has in recent years been re-painted and is now handsomely finished British Racing Green. The car also benefits from a recent re-trim using tan hides, a new dark green mohair hood with matching dark green wire wheels complete the period look. With a mileage understood to be just 40,600, this excellent example also benefits from an engine and gearbox re-build completed in 2015 by recognised Aston Martin specialists.

One of only 102 examples of this model built by Aston Martin between 1950 and 1953, this stunning motorcar is superb to drive and in beautiful condition, ready to be enjoyed by the next custodian. Viewing is highly recommended.



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#### 1984 PORSCHE 911 CARRERA 3.2 TARGA SPORT

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#### 1990 PORSCHE 964 CARRERA 2

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#### 1960 JAGUAR MK2 3.8 OVERDRIVE

UK RHD, original spec and matching numbers. A very early recessed visor car with uprated Sopwith engine. Excellent restored condition. Nice history.



#### 1978 MERCEDES 450SEL 6.9

A rare UK supplied example in excellent condition throughout. Factory A/C and electric sunroof. Maintained by John Haynes and Roger Edwards.



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1961 Aston Martin DB4 Series 2 Coupé: Left Hand Drive: A/C -PAS +++  
1988 Aston Martin V8 Volante: Left Hand Drive: Vantage Features  
1953 Bentley R Type Continental Fastback: Manual Gearbox/Lightweight Seats: Concours

1964 Jaguar E-Type Series 1 3.8 Roadster: LHD: Fast Road - FIA Specification & Papers  
1965 Jaguar E Type Series 1 4.2 Roadster: Only 8,676 miles  
1966 Jaguar E Type Series 1 4.2 Fixed Head Coupe: Only 10,513 miles  
1972 Ferrari 246GT: Right Hand Drive: Concours Restored: Classiche  
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**356 ROADSTER** | 1961 - Dark grey and inside red leather - Like new

**356 ROADSTER** | 1960 - Blue and inside grey leather - Fully restored

**356 CONVERTIBLE D** | 1959 - Ivory and inside red leather - Superb

**356 CONVERTIBLE D** | 1959 - Grey and inside marine blue

**356 A TOIT OUVRANT** | 1958 - Aquamarine and inside red leather - Fully restored

**356 C CABRIOLET** | 1963 - Black and inside red leather - Like new

**356 SC CABRIOLET** | 1965 - Black and inside tan leather - Fully restored

**356 SC CABRIOLET** | 1965 - Bali blue and inside tan leather - Like new

**356 SC COUPÉ** | Blue and inside tan leather - Fully restored

**ONE OF THE FIRST 911** | Early 1965 - Chassis 300xxx - Ivory and inside red leather - Perfect state

**ONE OF THE FIRST 911 S TARGA** | 1966 - Orange and inside black leather - Never restored - 80% of original painting - Extremely rare state

**ONE OF THE FIRST 911 S COUPÉ** | 1966 - Grey and inside red leather - Restored to new

**911 2,0 S** | Short chassis - Orange and inside black leather - Chassis never restored

**911 2,2 S TARGA** | Ivory and inside black leather - High level of restoration

**911 2,2 S TARGA** | Red and inside black leather - Superb

**911 2,2 S COUPÉ** | 1970 - Orange and inside black leather - Everything is new

**VERY RARE 911 TARGA 2,0 S** | 1968 - Short chassis - 1968 - Green and inside black leather

**911 2,4 S** | Black and inside black leather - Fully restored

**911 2,4 S COUPÉ** | Marine blue and inside black leather - Amazing original state

**911 2,4 S TARGA** | Orange and black recaro - Perfect

**911 CABRIOLET 3.2 L** | 1985 to 1989 - Many collection cars - From 60 000 €

**ATTENTION RARE 993 RS CLUB SPORT** | 1995 - Red - 37 000km of road - State like new

**964 TURBO S 3.6 L** | 1993 - 65 000 km - Yellow and inside black leather - Collection state

**FANTASTIC 930 TURBO CABRIOLET** | 1989 - Five speed gearbox - Only 49 000km - Collection state

- Dark grey and inside black leather - Like new of origine

**993 GT2** | 16 500 km from origine - Never repainted - Collection state

**MANY 993 4S** | Collection state

**993 S** | 1997 - 75 500 km - Black and inside black leather - Very rare original state

**993 CABRIOLET C4** | 1997 - Blue and inside blue leather - 89 000km - Perfect

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## 1960 Aston Martin DB4 Series 1 (LHD)

20,532 MILES | £P.O.A.

Snow Shadow Grey with Red Leather. The car was originally supplied as a RHD model and has been converted to the desirable LHD configuration. This Car is supplied with a large history file with photo's documenting the maintenance.



## 2013 Mercedes SLS AMG Roadster | 11,624 miles | £174,950

Iridium Silver with Black Nappa Leather and Black Soft Top. This is a 1 owner car from new with many extras including Reversing Camera and Airscarf.



## 1986 Aston Martin V8 Vantage Zagato | 4,000 miles | £P.O.A

Silver with Burgandy Leather. Not since the iconic DB4 GT Zagato have the two companies collaborated together. 1 of only 50 cars manufactured, this is a future collector's car.



## 1991 Rolls Royce Corniche Convertible Mk III | 17,136 miles | £124,950

Chrome Yellow with Magnolia Leather and Piped in Tan. The Series III was introduced in 1989 with many improvements. It is believed that Rolls Royce only made 452 of these cars in total.



## 2015 Mercedes-Benz AMG GT S Edition 1 | DELIVERY MILES | £139,950

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Caterham Red with Black trim, FSH, 2 owners & just 34,000 miles from new....£SOLD



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**2003 MORGAN 4/4 1.6i**

Regal Red with Black leather, FMorganSH, Just 18,500 miles from new....£SOLD



**1971 LOTUS ELAN S4 DHC**

Lotus Yellow with Black trim, Original UK RHD DHC example, Comp history, Just 3,500 miles since total nut & bolt restoration by leading Lotus specialist...£39,995



**1997 MERCEDES-BENZ SL280 AUTO**

Ruby Red Metallic with Mushroom Beige leather, FMercedesSH, A 2 owner example which has covered just 11,000 miles from new...£19,995



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Ivory with Red leather, Original home market RHD example, Last owner 20 years, Just 4,500 miles since total nut & bolt restoration....£34,995



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**2000 LOTUS ELISE S1**

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**2003 MERCEDES-BENZ SL350 TIPTRONIC**

Travertine Beige Metallic with Mushroom leather, Huge spec, FMercedesSH, Just 28,000 miles from new...£SOLD



**1965 RILEY ELF MK11D**

amask Red with Tartan Red leather, Last owner 29 years, Unused & garaged stored for many years, Now requiring light sympathetic re-commissioning...£2,995



**1974 MGB GT V8**

Harvest Gold with Black trim, Original UK RHD example, Fascinating provenance, 2 owners & just 10,300 miles from new...£SOLD



**1984 FIAT BERTONE X19 1500 VS**

Rosso Red/Grigio Scuro Charcoal Metallic with Black leather, RareVersion Special model, Comp history from day one, Just 19,000 miles from new...£14,995



**2015 MORGAN 4/4 1.6i**

Special order Jaguar Emerald Green with Tan leather, Huge spec, FMorganSH, 1 owner & just 2,800 miles from new...£SOLD



**2005 DUCATI MONSTER S2R 800cc**

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1968 Mercedes-Benz 300SE Convertible RHD



1965 Aston Martin DB5 RHD



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1972 Ferrari Dino 246 GT RHD & LHD IN STOCK



1987 Aston Martin V8 Zagato RHD



1974 Citroën DS23 Pallas EFI 5-Speed RHD



1966 Jaguar MKII 3.8 Automatic LHD



1968 Daimler 420 Sovereign 28,000 miles RHD



1995 Ferrari F512M LHD



2011 Ferrari 599GTO RHD & LHD IN STOCK



1984 Ferrari BB512 RHD & LHD IN STOCK

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*\*Brand New\* \*VAT Q\* \*Delivery mls\* Chrono/Ceramics  
\*1 of 5 Available\* - £139,500 + vat*



**PORSCHE 356 SC RHD 1964**

*Original Sky Blue/Blk; Original UK Supplied; 2 Owners  
£275,000*



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FERRARI F40, 1990  
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FERRARI 365 GTC/4, 1972  
IN SALES AT MODENA MOTORSPORT



FERRARI 330 GTC, 1968  
IN SALES AT MODENA MOTORSPORT



FERRARI 512 BB, 1977  
IN SALES AT MODENA MOTORSPORT

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**FERRARI 250 GT LUSO**, marrone / tabacco, restored, matching numbers

**FERRARI 330 GTC**, 1968, silver / black, Borranis, AC, restored, matching numbers

**FERRARI 365 GTC/4**, 1972, celeste blue / blue, restored

**FERRARI 308 GT 4**, DINO, 1975, black / cream, restored

**FERRARI 308 GT 4**, DINO, 1975, light brown / tabacco, restored

**FERRARI 308 GTB**, polyester, blue serra / tabacco, restored, all tools and books

**FERRARI 308 GTS**, 1979, blue / tabacco, restored, concours condition

**FERRARI 308 GTS**, 1980, white / blue, AC, restored

**FERRARI 308 GTS QV**, black / red, only 48.000 km, all tools and books

**FERRARI 512 BB**, 1977, black / cream, restored

**FERRARI 512 BB**, 1978, silver / black, restored, all tools and books

**FERRARI TESTAROSSA**, 1991, red / black, 3.800 km, condition like new

**FERRARI F40**, 1990, red / red, 12.000 km, first paint, perfect condition

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**1978 - FERRARI 400**  
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**1989 - FERRARI 328 GTS**  
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**1948 MG TC.**

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CITROËN TRACTION AVANT 11B CONVERTIBLE 1938



MERCEDES-BENZ 280SE W111 FACTORY CONVERTIBLE AUTOMATIC WITH AC 1969



DETOMASO PANTERA WITH ONLY 6844 MILES FROM NEW! ORIGINAL CONDITION! 1972



GLAS BMW 3000 V8 1967



JAGUAR E-TYPE 4.2 SERIES 1.5 COUPE MATCHING NUMBERS 1968



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Mercedes Benz 280 SL Pagode .....	1971	Volvo P1800 E Overdrive .....	1969
Mercedes-Benz 350 SL .....	1971	Triumph TR2 Mille Miglia eligible .....	1955
Ferrari 512 TR .....	1995	Talbot - Lago T26 Record .....	1949
Volkswagen Karmann Ghia Coupe .....	1959	Alfa Romeo Bertone GTV 1750 .....	1970
Rolls Royce Phantom II Boat-Tail .....	1929	Maserati Mexico 4200 .....	1969

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Ferrari 512 M 1996



Sunbeam Alpine  
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La Buire Sedan  
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1963



Porsche 911-930  
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Abarth 1000 Bialbero  
1963



Delage D6 11 Coach  
1933



Porsche 911 2.4 E  
1972



Porsche 911-930 3.3  
Turbo 1988



Triumph GT 6 'Le Mans'  
1967



Hotchkiss 20/50 Coach  
Grand Sport 1951



Porsche 911 3.0 SC USA  
1978



Porsche 911-964  
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### 1958 Bentley S1

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1983 Porsche 956 #110 Supplied new to John Fitzpatrick for Le Mans.  
Winner of Brands Hatch 1000kms etc. Highly original.



1976 Shadow DN5B DFV DN5/5B  
A great car for Masters FIA Series or Monaco 2016.  
From long term ownership.



1968 McLaren M6B GT #50-16  
Road legal with airconditioning, ZF gearbox etc. Converted from a Can-Am car using original bodywork etc. New FIA HTP. In current ownership for over 30 years, a well known car with a fully documented and continuous history.



1960 Lotus 18 #914 Coventry Climax 1.5 FPF Ex von Trips / Bonnier.  
A regular and welcome competitor at all major events.



1952 Delahaye 235M with alloy 2 seater coachwork by Chapron.  
Lovingly preserved.

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Built to dominate world  
rallying, the Lancia Stratos  
has few equals as a road car,  
says **James Page** as he goes  
for an exhilarating ride

PHOTOGRAPHY **TONY BAKER**

# MAXIMUM







**ATTACK!**



'YOU QUICKLY APPRECIATE  
THAT THE STRATOS WAS  
DESIGNED FROM THE OUTSET  
TO BE A COMPETITION CAR'



**T**his is the sort of car that reminds you why you fell in love with cars. Visceral rather than cerebral, it's the exotic poster child that conquered the world's toughest rallies, a beguiling mix of supercar looks and pure-bred competition engineering. Throughout the 1970s, it defined its rapidly changing sport as precisely as the Mini had done the previous decade and the Audi quattro would do in the next. More than 40 years after it was introduced, the Lancia Stratos remains one of the most exhilarating ways to blow away life's cobwebs.

Even at rest it oozes charisma. Its styling genesis can be traced to a time when Lancia was heavily in debt, recently rescued by Fiat, and in need of something spectacular. Bertone came up with just the thing at the 1970 Turin Salon in the extreme shape of the Zero concept car, which was powered by a Fulvia engine. Nuccio himself later drove the Zero to Lancia, where competitions manager Cesare Fiorio was instrumental

in gaining approval to turn it into what must have seemed an unlikely rally weapon.

Marcello Gandini had been responsible for the concept, and, in early 1971, set about transforming it into a more practical prototype. By the time it was shown at Turin later that year, the distinctive Stratos outline had been set, even if the materials hadn't. Whereas the prototype was aluminium, 'production' cars would be made in glassfibre. Fiorio called it: 'A new concept of a sports car.'

It may have been toned down somewhat from the futuristic Zero – top-opening door and all – but this is still a fabulous shape, and one of the era's most distinctive 'wedges'. Look at it in profile and there is barely any change in angle as you follow the line of the front panel all the way up the big, curved windscreen. The hefty wheelarches punctuate the flow, and you quickly appreciate that the Stratos is a car of extremes: wide but very short; a heavily tapered bottom half; generous at waist level but tight around the pinched roofline.

You also quickly appreciate that it was planned from the outset to be a competition car. The front and rear clamshell panels swing out of the way to reveal the central steel tub plus the front and rear sub-structures that house easily accessible mechanical components – essential if service crews were to carry out swift remedial work between stages. There are few of the compromises often found in a design that was first and foremost a road car.

Development continued apace through 1972, with Gian Paolo Dallara and Mike Parkes helping to engineer the chassis. To improve durability and usability on rough roads, for example, the rear suspension was changed from double wishbones (as used on the front end) to MacPherson struts. Such was the rate of progress that the car – not yet homologated for Group 4, but able to run in certain events as a prototype – made its debut on the '72 Tour de Corse, Sandro Munari and Mario Mannucci unfortunately being forced to retire with suspension failure.

At that time, the homologation requirements





Little Lancia handles beautifully at modest speeds, but is a handful on the limit. Right, from top: sonorous Ferrari-sourced 2.4-litre V6; stylised script; steering wheel masks upper rev range

## THE ENTHUSIAST Ian Fraser

Motoring journalist Ian Fraser bought a Stratos "when they were cheap" in the 1980s. "It was such an exciting looking car – I was just captivated by it. You couldn't buy them in the UK so I put out some feelers and one turned up in Germany. I drove it back, arriving in Calais late at night and parking it on the street outside the hotel. Not ideal, but it got left alone.

"When I first drove it, I remember thinking: 'I've got to be careful here! Still, the best way to steer it was via the throttle rather than the wheel, and it would do 140mph – as promised! I got all the UK paperwork done, which was complicated, and later used it for a long trip to the Alps. Contrary to expectations, it was a beautiful touring car, with little wind noise and a surprising amount of room. I took my late friend 'Steady' Barker as a co-driver and general raconteur, and he loved it. I actually had to fly back to the UK for a wedding at one point, left him with the car, then flew back out to meet him.

"Returning through France, the clutch hydraulics went. We stopped at a Fiat dealership, and he got us back on the road in less than two hours! It was generally very reliable, but it wasn't the sort of package that made for a daily driver.

"It was just a magic car, with terrific performance and that lovely Dino engine. I sold it about four years ago, and that was one of my great motoring mistakes."



MARTYN GODDARD



stipulated that 500 examples needed to be built within a 12-month period, and Stratos approval was finally granted in October 1974. Not that anyone has ever claimed that Lancia managed to build all 500 and, in any case, Group 4 requirements were later revised downwards to 400 cars. Records suggest that, at most, 498 were finished – even that is thought by some to be wildly optimistic – with the factory selling them as late as 1978, and specialists building them up from component form into '79.

The featured example is chassis 1595, a road-going Stradale variant that was built in 1976 and which was originally painted green. Its second keeper was reputedly a close friend of Enzo Ferrari and, by the time that its third and current owner bought it in 1986, it had been resprayed its current red over black. Much used and enjoyed over the years, it wears its patina with pride. Somehow, a Stratos is one of those cars that doesn't look quite right when it's pristine.

Even in Stradale spec, there's no getting away from its sole purpose in life. The long doors

weigh only 6kg each, are finished with a hard panel rather than soft trim, and feature deep scallops that were designed to hold crash helmets. Don't expect to find a window-winder, either – the glass is raised and lowered by means of a simple wheel that you just slide up and down within its channel.

The pedals are slightly offset to the centre of the car, and there's the odd sensation of having acres of elbow room but almost no headroom – especially laterally. The relationship between instrument pod and steering wheel also means that you can't see the upper reaches of the rev counter – the yellow section on which starts at 7000rpm, with the redline at 8000rpm.

The famous Dino V6 engine had always been first choice, but until Ferrari agreed to supply it in late 1972, Lancia made various contingency plans, including its own twin-cam 'four' and even Maserati's V6 or V8. In the end, though, Maranello's unit was installed transversely and in such a way that access to the drop-gears was good enough to allow for quick ratio changes.

It is inconceivable now to consider the Stratos having anything other than this brilliant powerplant. In Stradale spec, it gives 190bhp – a 24-valve head was developed for the competition cars, upping power to 300bhp – which doesn't sound like a huge amount, but then it's pushing something that weighs well under 1000kg.

Suffice to say that it's plenty, and it sounds absolutely glorious, a low-rev growl turning into a bark as it zips through its range. If you haven't already been seduced by the looks, you surely will be by the noise – as intoxicating as anything that has ever resonated through a forest stage, and no doubt a welcome antidote to the masses of Escort four-pots in period.

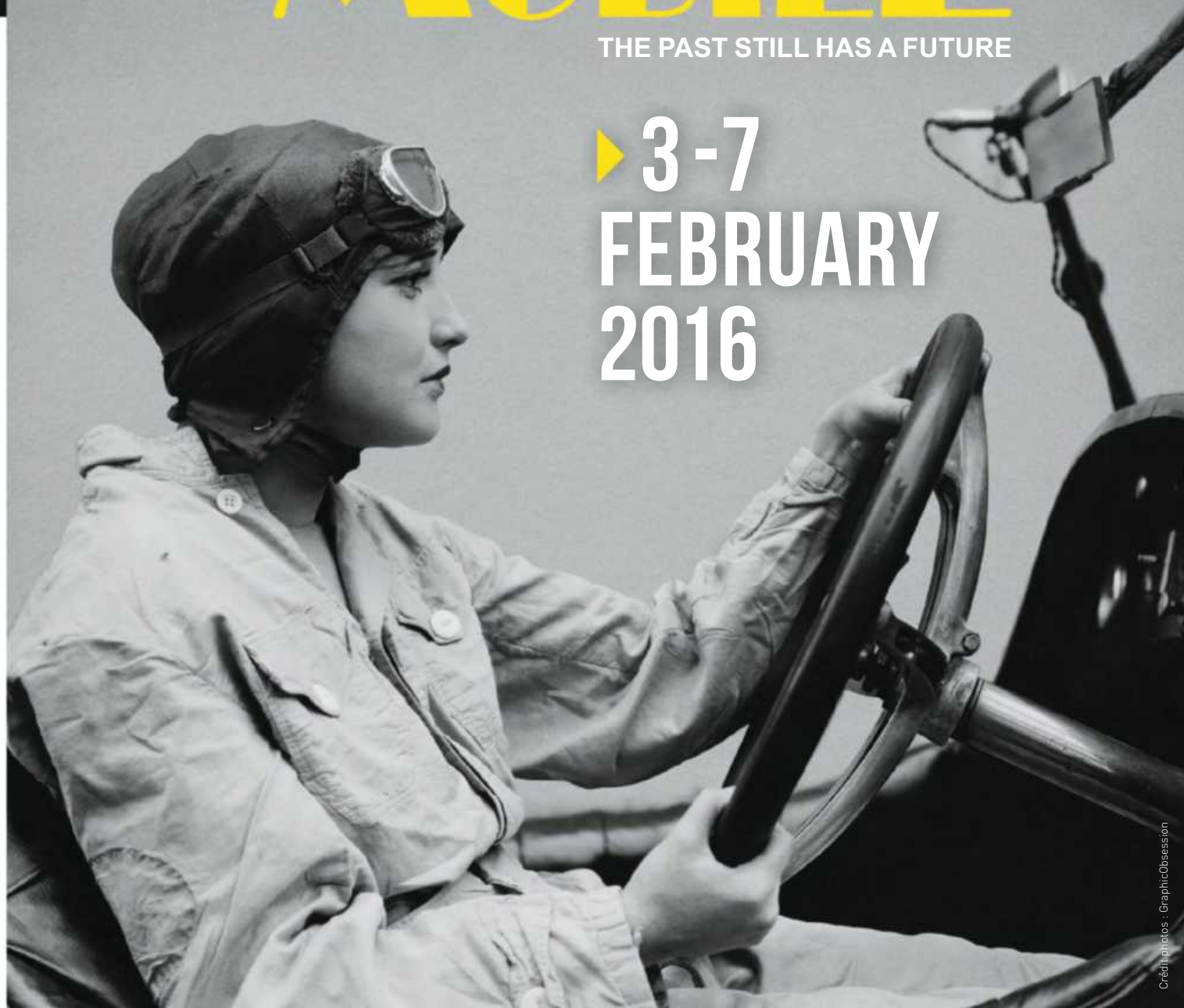
The five-speed gearbox is slightly recalcitrant until the oil's warm – particularly when you're trying to involve second gear in proceedings – and the brakes seem a bit wooden, but nonetheless a Stratos has a feel unlike anything else. That is thanks in part to a driving position that makes it feel as if you're positioned at the head of an arrow, and also to its combination of short



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'ONCE THE STRATOS WAS MADE RELIABLE, LANCIA HAD A WORLD-BEATER ON ITS HANDS'

Clockwise, from main: fabulously compact wedge shape – note the correct 14in Campagnolo wheels with Michelin XWX tyres. Below, l-r: Gandini styled the car while at Bertone; minimalist interior



## THE RALLY DRIVER Steve Perez

"It started life as a Stradale," says Perez of his Stratos (below), "but I bought it about 12 years ago in Group 4 spec. With the short wheelbase, it's a difficult car to drive. It's very nervous, and always wants to bite you – especially over bumps. It's much happier on tarmac. I've got a quattro, too, and that's even harder because everything's happening so much faster. The Stratos at least changes direction well – if a stage is tight and twisty, we'll be okay."

"We've had all sorts of engine and gearbox problems – it can select two gears at once and get jammed – and it's getting harder to find parts for it. Most things have to be manufactured."

"It's such an iconic car, though, and nothing sounds quite like it. When we turn up in a service area, the attention we get is such that you'd think Sébastien Loeb had just arrived. Getting it to the finish of any rally is an achievement, but it's great to line up at the start of a stage and be the lone Stratos among 20 Escorts!"



wheelbase and wide track – the Stratos is fully 19in shorter than a Dino, with a wheelbase that is 6in less, but it's about the same width.

In the name of period correctness, the featured car is fitted with its original 14in Campagnolo magnesium wheels on 205/70 VR14 Michelin XWX tyres. Its current owner generally runs it on modern Compomotive alloys with Yokohama rubber, a combination that makes it more user-friendly on the road.

Even the Stradale features fully adjustable suspension and, at modest speeds, it will turn on a sixpence with no fuss, and no inertia. With great visibility through the wraparound windscreen, it is supremely easy to place through corners, and the light steering very soon inspires the sort of confidence that makes you feel as if you could do absolutely anything with it.

Which is deceptive, of course, because – with more than 60% of the weight resting over the rear wheels – *in extremis* it will switch from understeer to oversteer in the blink of an eye. Peter Newton sat alongside Tom Pryce ahead

of the F1 star's one-off outing on the 1975 Tour of Epynt. "The Stratos is not an easy car to drive near its limits on loose surfaces," he wrote in *Autosport* magazine, "and anyone who has watched [Björn] Waldegård grappling with his Alitalia car through stages, hands twirling mightily at the wheel, will know that."

It may have needed the talent of a Waldegård or a Munari to fully unlock its potential, but once Lancia had given the Stratos the reliability to match its obvious speed, it had a world-beater on its hands. A versatile one, too – Munari and Jean-Claude Andruet drove one to second place on the 1973 Targa Florio, before the former linked up with Mario Mannucci to win that year's Tour de France.

It claimed three World Rally Championships – in 1974, '75 and '76 – before a certain degree of in-house politics meant that parent company Fiat switched its attention from Lancia's purpose-built rally car to its own 131 Abarth. The Stratos kept winning in the hands of privateers, though. Bernard Darniche claimed the





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'EACH STRAIGHT BIT OF ROAD BECOMES AN EXCUSE TO HEAR THAT GLORIOUS EXHAUST NOTE'

Clamshell panels offer good access to mechanical components. Below, l-r: second owner had the car painted two-tone; original toolkit nestles in spare



model's fourth Rallye Monte-Carlo in 1979, and the Tour de Corse as late as 1981. In all, it won 82 international rallies.

As a road car, though, the Stratos was a commercial failure – it didn't comply with American regulations, so couldn't be sold there or even in certain European markets. In Italy, it was offered at roughly the same price as the Dino, but to a certain extent Lancia didn't care about that. It was concerned only with rally success – creating a money-spinning road car wasn't high on its agenda beyond helping with homologation. Now, of course, all variants have become hugely desirable.

"As with a lot of cars, people want correct, original examples that haven't been messed around with," says specialist William I'Anson. "Lots were simply tarted up when they weren't worth the money. They hovered around Dino values – or perhaps just ahead of that – for a long time, but this is a proper homologation special and one of the most iconic rally cars.

"The Stratos really marked the start of profes-

sional stage rallying – it launched Lancia in that world and the company went on to dominate it. They should be worth more, in my opinion. They're much rarer than a Dino, for a start, and I think that they're still undervalued.

"When you drive one, you can see why it was so successful. It's a real enthusiast's car, and you have to concentrate to get the best out of it."

The rewards on offer justify that concentration, that involvement. To be honest, it is hard to think of driving a Stratos gently. Each straight bit of road becomes an excuse to listen to that glorious exhaust note one more time.

Let's hope that the recent increase in values – a Stradale sold for £308,000 at RM Sotheby's recent London sale – doesn't lead to more examples being stored away in collections. If ever there was a car that is begging to be used and enjoyed, it is the Lancia Stratos.

**Thanks to** William I'Anson, who is selling the featured car: <http://williamianson.com>; 01285 831488; Paul Lawrence; Jane Houghton

## THE SPECIALIST Martin Cliffe

"The Stratos was a small-volume car that was never developed in the way that, for example, a Ford would have been," says Martin Cliffe of Lancia specialist Omicron ([www.omicron.uk.com](http://www.omicron.uk.com); 01508 570351), himself a Stratos owner since 1984. "In many ways, they were designed as cheaply and quickly as possible so Lancia could go rallying, and while that means that the reliability often doesn't compare to that of a mass-market car, it does mean they're relatively simple – a competent amateur could look after it at home. Everything's quite accessible, with the exception of the alternator, which is hidden away beneath the front bank of exhausts and is an absolute so-and-so to get to.

"The brakes are a weak point on Stradales. The competition cars had 15in wheels rather than 14in, so they could have proper Lockheed brakes rather than the ATE ones. In terms of the V6 engine, it's pretty much all Ferrari Dino apart from the carburettors and water hoses – just detail differences, really.

"Even so, some components are getting more and more difficult to find, and companies have begun to remanufacture them. The problem is, there are so few cars around – and so few that are actually covering any sort of mileage these days because of their value – that it rarely makes economic sense to make new parts or for us to carry a large stock of them."



# ABINGDON'S MAGNIFICENT ARISTOCRAT

Without Earl Howe, the all-conquering MG K3 might never have existed. **Mick Walsh** takes the '33 Mille Miglia class winner for a blast around the racer's Buckinghamshire estate

PHOTOGRAPHY **TONY BAKER**









**E**arl Howe may have been a mature 44 when he first started out in motorsport, but few were more enthusiastic than the popular, dapper aristocrat. His family quite possibly had conflicting views to those of his wealthy racing chums, though, since Howe had a habit of discreetly selling off valuable heirlooms to fund a new racing car, sponsor a team, or tarmac a dramatic driveway through his Buckinghamshire estate. The peer even had the portico of the front door extended so that he could park an open car underneath to shelter it from the elements.

Throughout the 1930s, Howe was often criticised for his preference for exotic European machinery, but his acquisition of models from Alfa, Mercedes, Delage and Bugatti was down to the lack of competitive home-built machinery.

A great admirer of the Mille Miglia – “It’s very much in the character of the great motor races of days gone by between Paris-Vienna and Paris-Berlin,” he once enthused – Howe longed to break Italian domination with a British team. At a party after the 1930 Double Twelve at Brooklands, the Earl met a dashing 25-year-old Italian count, Giovanni ‘Johnny’ Lurani, and a lifelong friendship began. Conversation soon turned to the Mille Miglia and a plan was hatched to enter the 1931 race with a Bentley, but the collapse of the great Cricklewood concern curtailed the idea.

Howe was an outspoken critic of British sports car manufacturers and regarded Brooklands as a limiting factor to development. The real racing, he considered, took place on the continent. He applauded Talbot’s overseas efforts, but, no doubt

influenced by his dashing friend ‘Tim’ Birkin, maintained that supercharging was the way to go.

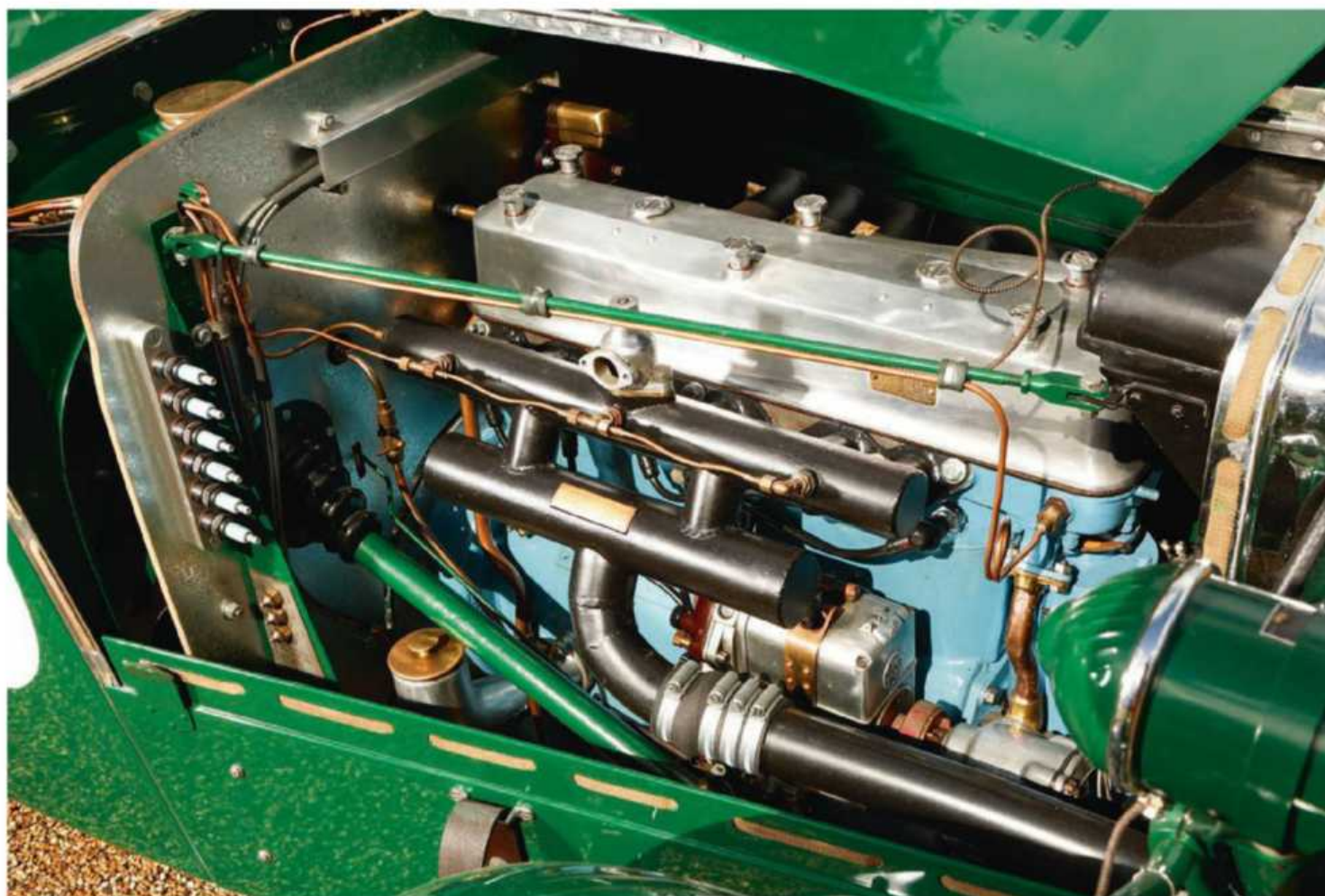
With the demise of the Irish GP, MG started looking for a high-profile race with which to promote its cars, and when Howe approached Cecil Kimber his enthusiasm was reciprocated. The main problem was Sir William Morris’ negative views about the expense and perils of motorsport, but eventually a deal was done whereby Howe would fund the team if MG could provide a suitable car. Rumour has it that the peer sold a painting by Franz Hals to help cover the considerable costs, with George Eyston and Birkin immediately enlisted for the team.

The 1932 London Motor Show launch of MG’s new Magnette series with its short-stroke, 1087cc ‘six’ and Wilson pre-selector gearbox was the catalyst for a high-performance K3 prototype for the 1933 season. Fitted – at the instigation of Eyston – with a Powerplus supercharger, the new MG looked to be the *voiturette* challenger with which Britain could take on Maserati in the 1100cc class of the Mille Miglia.

Kimber put the pressure on his design team, led by talented chief engineer Hubert Noel Charles, and the prototype sports car was developed in just 20 weeks. The first chassis, K3751, was fitted with modified C-type bodywork and optimistically entered for the Rallye Monte-Carlo. The car struggled in the winter conditions, but survived to enter the Mont des Mules hillclimb four days after the Monaco finish, GW Wright setting the fastest time.

Howe, meanwhile, was already planning his practice sortie with the second K3, K3752, which featured a distinctive sloping radiator.

‘RUMOUR HAS IT THAT THE PEER SOLD A PAINTING BY FRANZ HALS TO COVER THE CONSIDERABLE COSTS’





Clockwise, from main:  
purposeful body with low  
seating; Powerplus blower;  
workmanlike cockpit;  
1087cc 'six' produced up  
to 125bhp in period; team  
poses with K3003; Birkin  
and Eyston were close for  
early stages of Mille Miglia



I like to think that planning meetings for the team – Birkin, Eyston, young star Hugh Hamilton and wealthy ex-Bentley Boy Bernard Rubin, together with Howe's loyal top mechanic, Percy 'Tommy' Thomas – happened at Penn House, the gravel drive packed with grand machines as the ambitious group studied maps in the drawing room.

Howe always did things in style and, as well as the K3, the convoy south included an Alfa 1750 team car and the ex-Rudi Caracciola Mercedes 38/20. The MG was so fresh that Abingdon's Reg 'Jacko' Jackson had to run in the engine *en*

*route* to Newhaven. All three exposed sports cars were totally unsuitable for the mid-winter trial, however, as the drivers discovered in the Alps.

Despite the tough conditions and freezing temperatures, it was an epic trip that included visits to Bugatti, meeting Tazio Nuvolari and Enzo Ferrari in Milan, plus an audience in Rome with the King of Italy and Mussolini. The latter was a real car enthusiast and was much inspired by the titled English party.

The K3 proved very fast, and greatly impressed Eyston over the passes. Birkin quickly noted that the front axle location was weak under hard braking, while the problem of rain blowing over the scuttle would be resolved with a neat gutter for the Mille Miglia team cars. Lurani proved to be an essential team member, smoothing out hassles and dramas, and even Ferrari helped to arrange hotel bookings and garages for the May event. Howe, a Le Mans winner in 1931 with Alfa Romeo, was a valued customer.

The MG couldn't have had a tougher test, and the journey gave Thomas an important insight for planning pitstops for fuel and repairs during the race. Three were organised – in Siena, Perugia and Bologna – but none of the team could have imagined the dramas that would play out during the challenging 1000-mile event.

With Howe and Hamilton in K3001, Birkin and Rubin in K3002, and Eyston with Lurani in K3003, the team cars were shipped from Cornwall to Genoa but clearing customs proved to be the first challenge when a huge sum was demanded by the local officers. Story has it that Lurani contacted Mussolini to help release the racing green cargo, and eventually the MGs were driven to a garage in Milan for final preparations.





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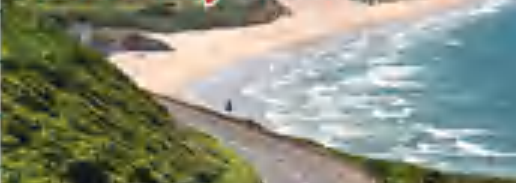
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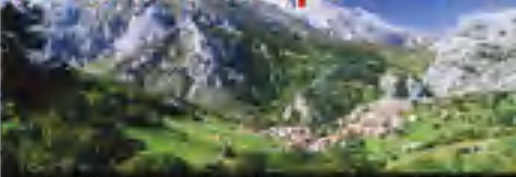
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'BIRKIN WAS ALLEGEDLY  
NOMINATED TO PLAY  
THE HARE AND BREAK  
THE MASERATIS'



Clockwise: K3 at speed is an imposing sight; Jaeger stopwatch, as fitted by Lurani; original-style Marchal foglights were discovered in Holland



From the outset, Eyston and Lurani were the most thorough, even heading out to Monza to resolve issues with spongy brakes and poor steering. Lurani elected to wear red for luck and insisted on a grab-handle being fitted to the rear wing, since he suffered from nausea as a passenger. The late discovery that cars required silencers would be another headache for the 'insomnia crew', as the mechanics were known.

The team relocated to Brescia two days before the start and caused quite a stir when the raucous MG 'sixes', their green bodywork gleaming, arrived in Piazza Vittorio for scrutineering. 'Viva, viva gli Inglese!' the throng of locals is reported to have shouted after Howe's thank you speech. Birkin was allegedly nominated to play the hare and push the Maseratis to breaking point, but in truth each crew drove its own race and, with earlier starting times, the MG drivers never saw their red class rivals.

Despite a lack of sleep due to the locals partying all night, the adrenalin was high when Eyston drove onto the start ramp at 8:03am in car number 39. The choice of soft plugs soon proved to be a

problem – not helped by the increased oil flow to the supercharger – and forced an early stop, but mechanic Bert Denly had cleverly devised a neat storage for 50 plugs on the seatbacks. Birkin, in car 41, soon passed Eyston but an incident braking from 100mph to avoid a horse and cart caused him to briefly relinquish the lead. The Bentley hero's familiarity with the road to Modena, however, led to him setting the pace.

Early dramas included a 70mph launch while crossing the pontoon bridges over the river Po – really spooking Howe – plus continual trouble with the plugs. Eyston later reported that they changed 150 during the race.

By Bologna, Birkin had stretched his lead to four minutes over his team-mates, but close to Siena a burnt valve had him waving his compatriots past. After six hours and 16 minutes, Eyston arrived in Rome and handed over to Lurani, who proved to be very quick. Only Nuvolari's Alfa 8C was faster to Terni, but charging problems began to manifest themselves *en route*, leading to concerns for the long night ahead.

Both Lurani and Eyston were suffering from

exhaustion by the time they reached the pitstop at Perugia, from where instructions were sent to Bologna to source a new battery. Over the Apennines the spectators' bonfires made visibility difficult, particularly with the oncoming trucks that hadn't been stopped for the race. The special Marchal foglamps were effective at cutting through the dusty twilight, but the electrical woes restricted their use. The engine was also misfiring due to oiled plugs and the brakes proved to be hopeless on the mountain descent.

In the dark, Howe started to make up time on his team-mates. The gap shortened after a pitstop in Porta Mazzini, Eyston and Lurani losing 14 minutes when their new battery wouldn't fit.

After 15 hours and 750 miles, Howe finally handed the wheel to Hamilton, but soon vowed that he would never again go as a passenger. On the last leg through the Dolomites, Hamilton made up four minutes but, with a single headlight, Lurani was struggling to maintain pace over the mountain roads. Punctures and missing jacks, plug changes, plus oncoming traffic all challenged the MGs, but with just seconds separating the team, a revived Eyston was in a fighting mood.

Leading the event on the road, he gunned the dusty K3 through the 'wall' to the Brescia finish and, at 2am, the crowd swarmed around the English car to lift the exhausted driver from behind the wheel. The first to cross the line, the MG had passed 38 rivals and for 18 hours, one minute and four seconds had averaged 91.6kph. Four minutes later, Hamilton and Howe raced over the line, 90 seconds adrift of their compatriots. A consolation was the team prize but all were overjoyed at the result. "We were using experimental cars, and were very happy and proud that





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AS IT DELIVERS ITS  
ADDICTIVE PUNCH'



Clockwise: dramatic  
outside exhaust produces  
incredible soundtrack;  
neat pre-selector lever  
and brake adjuster; twin  
quick-release fuel fillers



an English car was first across the finishing line," said Howe to the press. And that was just the beginning for K3003, Nuvolari later taking it to victory in the Ulster TT.

The car's identity was mysteriously split in the '30s when it was sold to Germany with a replacement frame – also stamped K3003 – having been rebuilt after a crash *en route* to Shelsley Walsh. The saga wasn't discovered until the early '50s, when Mike Ellman-Browne acquired a bodiless K3 project and had forensic specialists analyse the chassis numbers. The restoration of the genuine K3003 proved to be beyond Ellman-Browne and eventually, in the early '70s, he sold the MG to Philip Bayne-Powell who did an impressive job. The car went on to become a popular sight at MGOC and VSCC meetings and Bayne-Powell reunited a 78-year-old Eyston with it for an emotional drive around Brands Hatch in 1975.

In 1986, K3003 was sold to Australian MG enthusiast Peter Briggs, who competed extensively in races and rallies Down Under. In preparation for the 80th-anniversary celebration of the car's historic Mille Miglia performance,

K3003 was totally rebuilt by John Hunting in 2012 – the crisp little 'six' going on to rasp around the famous route to the delight of the locals during the 2013 retrospective.

What is arguably the most famous MG of all finally returned to the UK this year to attend the Concours of Elegance in Edinburgh. Before it was shipped backed to Australia, we hatched the idea with Briggs and historian Graeme Cocks of taking it to Penn House as a tribute to Howe.

To see the immaculate supercharged K3 parked outside the 18th-century red-brick manor where its legendary Italian sortie was planned was a special moment. Frederick Curzon, the seventh Earl Howe, even allowed us to carry out the huge Grand Prix of Brescia Trophy that his great uncle had carted back from the Mille Miglia.

There's a good chance that the K3s were tested on Howe's private driveway, and K3003 is perfectly suited to the narrow and challenging mile-long course from the main gate to the house. The mind boggles at the impressive cars and brave aces who must have roared up this narrow strip of tarmac but, as I climb in behind

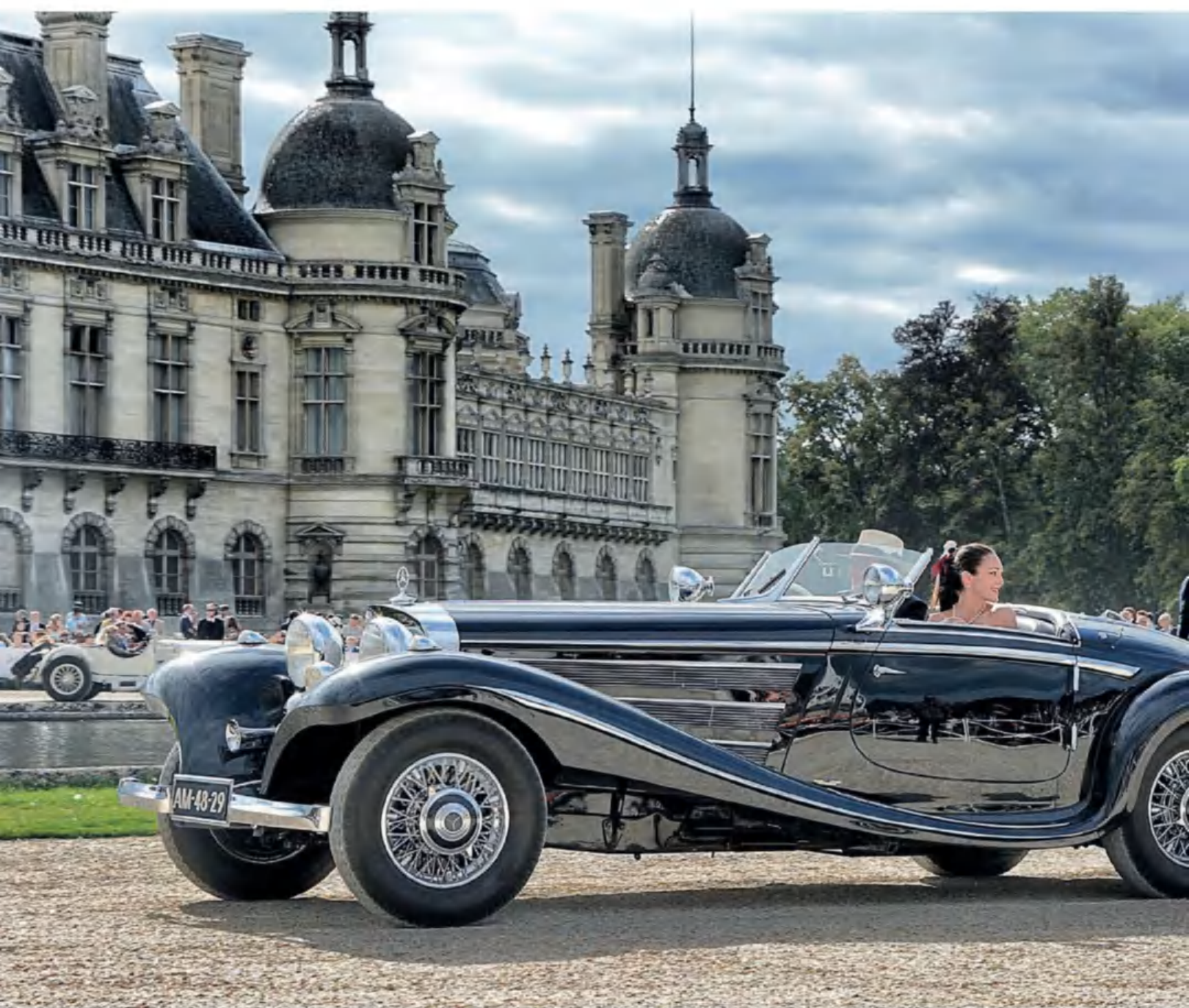
the broad four-spoke wheel and drop into the hip-hugging bucket seat, my mind is conjuring the famous Italian race and that epic 18-hour test. Authentically restored right down to the Jaeger clock that Lurani fitted to the dash and the distinctive Marchal foglights that Briggs tracked down in Holland, number 39 is a fine testament to the team that developed it in just 20 weeks.

"Don't be afraid to use the revs," encourages Briggs before I tear off down the shaded, damp driveway. After a few runs, I'm totally smitten with this 1087cc marvel. The ENV 75 pre-selector gearbox is a joy to work via the stubby lever, allowing you to keep both hands on the wheel through corners before dipping the pedal to engage the next ratio and letting that sweet blown 'six' eagerly power away. From 3000rpm, the engine really sings, accompanied by a gorgeously crisp exhaust crackle as it delivers its addictive mid-range punch.

The 'box makes the K3 an easy car to drive and, with the sure-footed handling of the sturdy chassis, it's superb fun to blast along Howe's home test track. The steering lacks precision, but the neutral balance and revvy motor continually inspire. The brakes are strong, and only the rougher sections cause the MG to skip about. Sitting low inside the cockpit, the superbly built K3 feels more modern than its age – the close proximity of trees is all that limits my speed in this wonderful thoroughbred.

Consider that Howe had already owned the greatest pre-war sports and racing cars, and you come to realise how special the K3 was to engage his interest. Nuvolari, Eyston, Birkin and Richard Seaman were also fans, which says it all about this marvellous machine.





Left to right: highly original Voisin C14; impressive grounds; perfect match among Mercedes 190SL club display; Jane Taylor starts Alfa Tipo B for the judges



The prize-giving arena allowed spectators to view some exceptional styling. Here, Louwman's 500K contrasts with the Renaissance château

# CLASSICS AT THE CHATEAU

Chantilly Arts & Elegance has cemented its place as a world-class concours. **Mick Walsh** is your guide

PHOTOGRAPHY **MICK WALSH, PETER AUTO**



**M**orning mist drifts slowly across the tranquil lakes of the spectacular Chantilly estate. As the sun rises, the long shadows creep back from the lofty Renaissance-style château over the dew-laden grass. The world's greatest cars are scattered around the spacious lawns, some shrouded in covers like a Christo sculpture while others look abandoned after a party.

Early risers chat enthusiastically about rarely seen machines when suddenly the peaceful scene is disturbed by the roar of a supercharged straight-eight engine. The judges are already at work and the glamorous Jane Taylor busies herself with her husband's superbly preserved 1932 Alfa Romeo Tipo B *monoposto*. The earthy, raucous exhaust echoes across the beautiful grounds as Taylor guns the centre throttle of this famous Grand Prix racer. Eventually the magneto switch is cut and judges applaud the performance.

This is just one of many surreal moments at the second Chantilly Arts & Elegance. From first light, the roads around the huge venue

north of Paris are packed with classics as club convoys arrive to prepare for the inspired picnic competition. Within a few hours, the woods around the château are crammed with single-marque groups as they unpack hampers and rugs for the combined culinary and car contest. In typical French style, some clubs go to amazing lengths, setting up long tables dressed with candelabras, decanters, and hampers packed with delicious victuals.

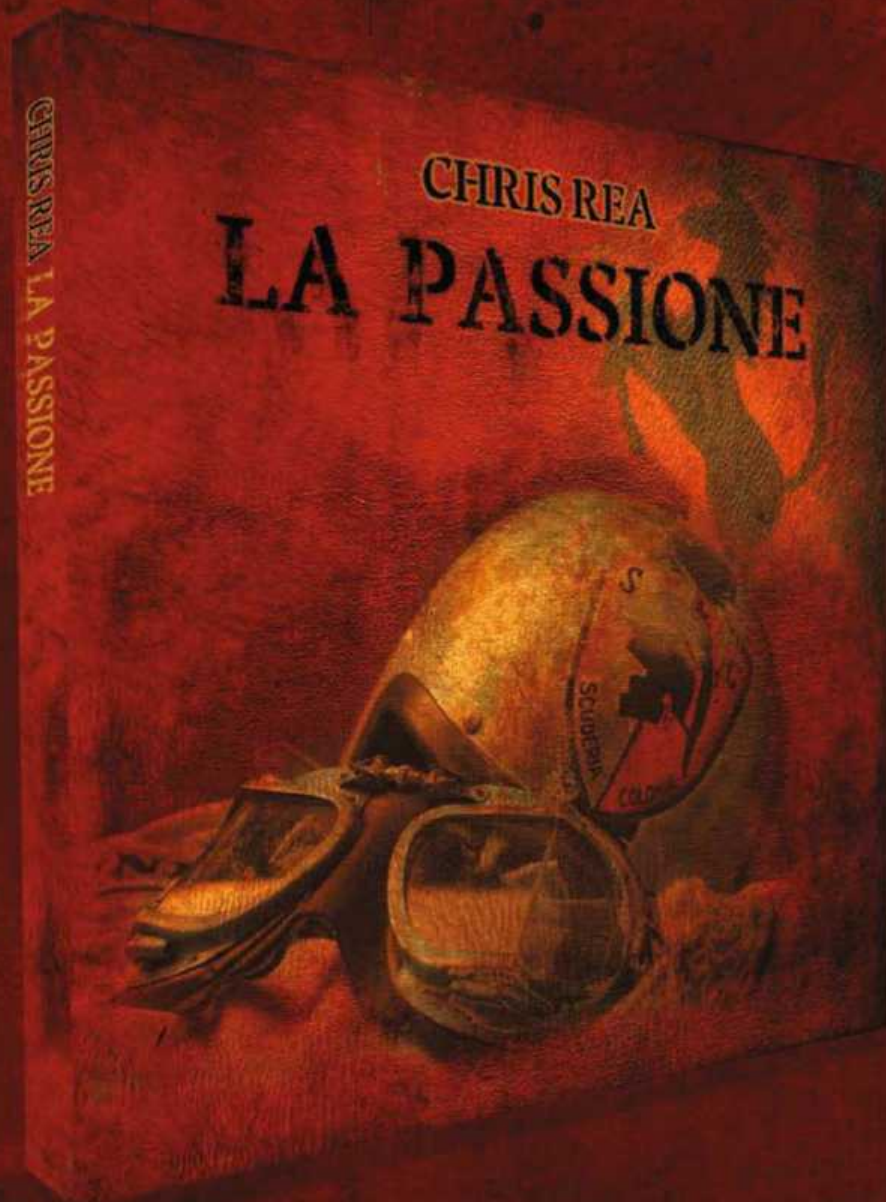
Elsewhere, vintage steam launches are stoked for trips around the lake, a tethered balloon is inflated for public rides, and acrobats limber up for performances around the grounds. Model yachts are launched and a wonderful range of traditional games is set up, while automotive artists hang their latest works in a special gallery. In the stables, stunt riders groom their steeds for dramatic displays later in the day.

The seed for this event was sown during a chance meeting at Pebble Beach in 2012





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between Rahim Aga Khan and Patrick Peter, the founder of such events as Tour Auto and the Le Mans Classic. "Rahim is a great car enthusiast, but I had no idea that he was a member of the Domaine de Chantilly foundation," says Peter. "France has a great tradition with concours d'elegance but since the Louis Vuitton events at Bagatelle stopped in 2003, there's been a gap. Chantilly is a fantastic location, and we decided to do something together. We were set on an early September date just before Goodwood so that Americans could do both shows."

Compared to other premier fixtures such as Pebble Beach or Villa d'Este, the distractions at Chantilly Arts & Elegance are manifold, but the main entry rivals all of them with a sensational group of classes spread around the gardens. Unlike other events, the display has space for you to really appreciate styling and there's no battle for visitors to get a clear photo of the star cars.

Preservation and originality are strong themes, a tradition that Gallic enthusiasts and collectors have long encouraged.

Highlights included a vintage Voisin C14 with totally original Deco-style cloth trim, and a timewarp Bugatti Type 57C Atalante with just

## 'HE DROVE IT FOR A COUPLE OF YEARS AND GAVE IT TO A NEPHEW WHO DIDN'T DRIVE'

12,000km that had recently been acquired by Mexican collector Arturo Keller. "The first owner, Fernand Chaussivert, was very demanding about the body styling and kept sending it back to Vanvooren for modifications," says Keller. "He drove it only for a couple of years and eventually gave it to a nephew who didn't drive. The Bugatti remained untouched in his garage until 2009." The subtle olive green coupé was awarded the Prix FIVA.

The event attracted many great and rarely seen cars from private collections, including the fantastic 'boy racer' Bentley 8 Litre that was ordered new by the immensely wealthy Captain Vivian Hewitt and fitted with sports four-seater body plus Mercedes-style exhaust. The ultimate pre-war cad's car, this 12ft-wheelbase monster was later owned by the Hon Alan Clark before it was sold to America. Thankfully saved from restoration, the dramatic machine is now back in Europe.

Another class celebrated interior design, with cars ranging from a 1923 Ballot built for the Duke of Montpensier by Mouche et Cie and featuring no-expense-spared marquetry, to a 1953 Ferrari 250 MM with Hermès trim.

Talking point of this special set was Philippe Moch's newly finished Voisin C28 Aérospout. Best known for his recreation of the 1923 'Laboratoire' GP car, this passionate enthusiast has now remade the spectacular 1938 streamliner, based on an original chassis with aluminium body built using original works drawings. How many Aérospouts left the factory isn't known but just one, the ex-Antoine Menier C28, survives in California. Moch's stunning project revives the more rakish earlier car, and features a dazzling tan interior by Hermès.

Les Voitures des Grandes Dames brought



Clockwise, from top: special cockpit design class featured Voisin Aérospout recreation with Hermès cabin; Richard Mille demonstrates the BRM H16; impressive club displays; cyclists in evocative period dress







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together seven cars with illustrious female owners. William E Connor shipped the ex-Hellé Nice Bugatti Type 35B from the US, but it was Christian Traber's BMW 507 – presented by Elvis to Ursula Andress after working with her on *Fun in Acapulco* – that was the most photographed. Other famous gifts included the Mercedes 280SE Cabriolet that Sean Penn gave to Madonna as a wedding present and which featured in the *Deeper and Deeper* video, while former owners of the Rolls-Royce Silver Cloud Convertible included Brigitte Bardot and Charles Aznavour.

Citroën fans were spoiled with two classes featuring DS and SM specials, including the DS21 Présidentielle ordered by Georges Pompidou and the SM Opéra, Chapron's last design. Other highlights included a fascinating V8, a recreation of the car built for Giulio Alfieri but later scrapped by order of Alessandro de Tomaso. The project was the idea of SM fanatic Philip Kantor, who had model expert Frédéric Daunat fit the original prototype's four-Weber V8 under a Perspex bonnet.

There was a strong V8 theme to the event, with categories for open and closed cars with American powerplants. German collector Harmut Ibing was chuffed to win his class with the stunning 1962 Facel-Vega Facel II that was ordered new by his father.

Sponsor Richard Mille is a passionate Grand Prix fan and was instrumental in a special class for Formula One greats from 1966-'72. For the prize-giving these racers were started up and run around the parade ring, the unsilenced exhausts reverberating dramatically from the Renaissance façade. To his clear delight Mille won the class with his BRM P83 H16, which Jackie Stewart drove to second at Spa in 1967. Francesco de Baldanza, meanwhile, took a special prize with his ex-Jacky Ickx 1971 Ferrari 312 B2.

To complement the Concours d'État for historic cars, the grand tradition of the concours d'elegance was revived with modern concepts matched to *haute couture*. BMW teamed up with fashion house Balmain to win with its CSL Hommage R, which just pipped the Ford GT and fashion stylist Haider Ackermann.

Distractions from the cars included an art

tent and the remarkable 1:43 dioramas of Nicolas Humbert, who unveiled his latest work featuring Ford GT40s being unloaded from a Bristol 170 Superfreighter.

The jury united a diverse group including stylists, historians, artists and collectors. The views of design gurus Gordon Murray, Benoit Jacob (BMW), Jean-Pierre Ploué (PSA), and Achim Anscheidt (Bugatti) offered a fascinating perspective alongside those of respected specialists.

With so many great cars on display, the selection for 'best of show' was tough to call but eventually Evert Louwman's spectacular Mercedes 500K Spezial Roadster burbled into the arena to collect the top award. Known as 'The Butcher's Car', this supercharged sensation was discovered bricked up in Walsall in 1986, and is now one of the stars of the Dutch museum.

Much harder to judge were the superb club picnics around the forest, with 36 presenting displays. Club Mercedes-Benz de France gathered a huge array of 190SL roadsters, while Club AC France displayed a diverse range of vehicles from a pre-war 16/80 to a 428, but the prize eventually went to Les Amis de Delage.

Chantilly is set in a scenic wooded region of Picardy, just north of Paris, and is an easy drive from the Channel ports – particularly if you plan a detour away from the *autoroutes*. As with Peter Auto's Le Mans Classic, Arts & Elegance looks set to become an unmissable fixture. We're already planning next year's visit...

*The next Chantilly Art & Elegance is on 4 September 2016. See [www.chantillyartsetelegance.com](http://www.chantillyartsetelegance.com)*



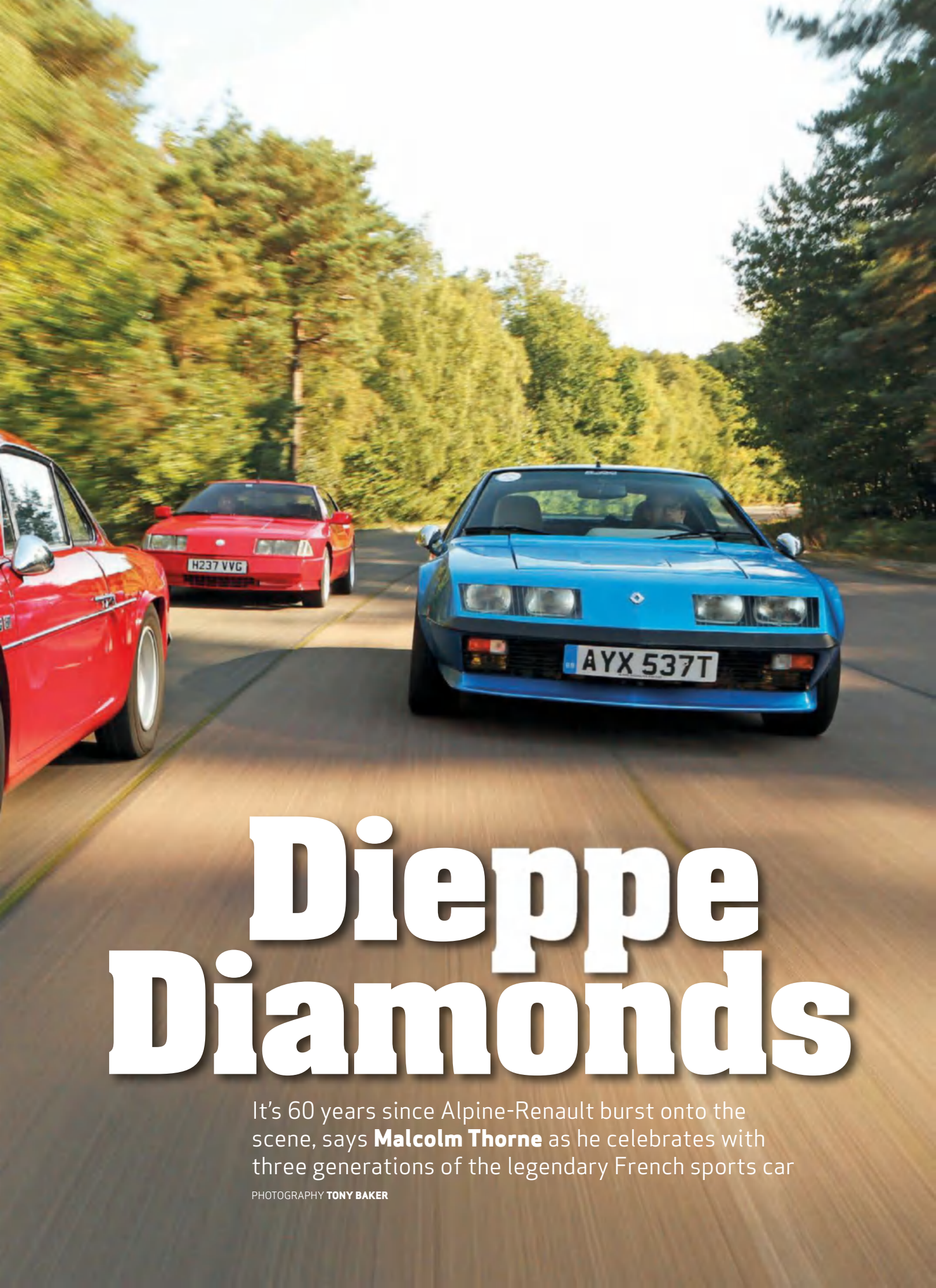
Clockwise, from above: timewarp Bugatti T57 with just 12,000km; '64 Tour de France-winning 250GT0; Bugatti 'Black Bess' roars away; ex-Hellé Nice Type 35B; SM Présidentielle; Humbert's 1:43 Ford GT40 diorama











# Dieppe Diamonds

It's 60 years since Alpine-Renault burst onto the scene, says **Malcolm Thorne** as he celebrates with three generations of the legendary French sports car

PHOTOGRAPHY **TONY BAKER**





Clockwise, from main:  
diminutive A110  
Berlinette is achingly  
pretty in profile; car's  
cornering ability belies  
rear-engined set-up

**T**he security man's puzzled frown broadens as he peers into the 'boot' and discovers two and a half litres of turbocharged V6. "What is it?" he finally enquires, despite having examined nose and tail for clues. The badges, it would appear, are not to be trusted. I reply that the mystery coupé is an Alpine-Renault, but he doesn't look convinced. "Ah," he replies after a lengthy pause during which he attempts to reconcile the information, eventually filing it under UFO, or Unidentified French Object.

It's a common occurrence, owner Andrew Jones later tells me. The GTA was the first Alpine-Renault to be marketed in the UK yet, from 1986 to '92, a meagre 582 were built with right-hand drive, making it a rare sight on British roads. But while that brief foray onto these shores failed to produce any meaningful sales, across the Channel the marque enjoyed a long and illustrious career spanning more than four decades.

The Alpine story begins in Dieppe in the early 1950s. France's youngest Renault dealer Jean Rédélé had developed a series of performance modifications for the 4CV and, with co-driver Louis Pons, began to notch up some impressive victories. Having come close to winning the Rallye Monte-Carlo in 1950 and '51, he took a strong class win on the '52 Mille Miglia – a feat that he would repeat in 1953 and '54.

The idea of producing a sports car upon which

to pin post-war French pride began to germinate in Rédélé's fertile mind and, in '52, having failed to stimulate interest among domestic coach-builders, he commissioned Allemano to construct a Michelotti-styled coupé on the 4CV platform. That car led to the first production Alpine, the A106, which would in turn give birth to the Dauphine-based A108. A sleek little Berlinette version of the latter would appear in 1961.

Featuring a tubular steel backbone chassis designed by Rédélé and his cousin Roger Prieur, the Berlinette gave a clear indication of the direction the marque would take – both in terms of styling and purpose. A knee-high fastback with a glassfibre skin and a Gordini-tuned sting in its stubby tail, the car would be superseded in '63 by the definitive four-cylinder Alpine, the A110.

Like its predecessors, the A110 was offered with a range of bodies – including Cabriolet, 2+2 Coupé, and Berlinette – but, given Rédélé's dream of a spiritual successor to the blue racers of yore, it's unsurprising that production was heavily biased towards the latter.

Beneath its neatly proportioned shell, the A110 ditched Dauphine running gear in favour of R8 mechanicals, which meant double-wishbone suspension at the front, swing arms at the back and disc brakes all round. A bewildering array of four-cylinder engine options was offered, ranging from a cooking 55bhp 956cc R8 unit, to a highly tuned twin-Weber version of the 1565cc motor from the 16TS – turned



through 180° and mounted behind a five-speed R12 Gordini gearbox in the Alpine's pert rump.

Tipping the scales with a dry weight of just 545kg (1200lb), the Berlinette had an enviable power-to-weight ratio, ensuring excellent performance, but – unlikely though it may sound – the car's greatest virtue lay in its astonishing cornering prowess and traction.

A hefty dose of negative camber plus short suspension travel and an unfeasibly low centre of gravity endowed the coupé with unrivalled ability on snaking asphalt. Writing in *Autosport*, an excited John Bolster described the roadholding as being so outstanding that it defied all rational explanation. 'The rear can be hung out to a great angle,' he enthused, 'yet the sudden uncontrollable breakaway of the typical rear-engined car never takes place.' So much for swing-axle suspension being a liability, then.





Clockwise: purposeful cabin is quite roomy; A110 has longer tail than A108; cooling duct on rear wing; tuned Gordini engine; flying 'A' motif on alloys



Unsurprisingly, the A110 began scoring some impressive competition results, cementing its immortality eight years into its career with a 1-2-3 on the Rallye Monte-Carlo in 1971 – an achievement that would be repeated two years later. The spectacle of the diminutive blue cars sideways in the snow became as emblematic for the French as the dominance of Matra at Le Mans in the early '70s. A legend had been born.

Keen to capitalise on that historic victory, a new model – the A310 – was hurriedly launched at the Geneva Salon in 1971. Development work had begun in '68 and, with a spacious new factory to pay for, the ever-astute Rédélé had made the decision to pitch the car further upmarket where greater profits were to be had. Far from being a direct replacement for the A110, the A310 would complement it and the two models would be offered alongside each other until 1977.

## 'THE A110 CEMENTED ITS IMMORTALITY WITH A 1-2-3 ON THE RALLYE MONTE-CARLO IN 1971'

Pitched squarely at the Porsche 911, the A310 would follow established Alpine practice, employing the familiar steel backbone beneath its glassfibre body. Power would come from a Renault 17 four-pot slung behind the same R12 Gordini transaxle used in the A110. Chief among the technical developments was a revised double-wishbone rear suspension set-up. Aimed at improving refinement without damaging the Berlinette's legendary cornering ability, the improved rear end would also be adopted in

### A110 BERLINETTE 1300G

**Sold/number built** 1963-'77/8505 (all)

**Construction** tubular steel backbone chassis, glassfibre body

**Engine** iron-block, alloy-head, ohv 1255cc 'four', twin Weber 40DCOE carburettors

**Max power** 105bhp @ 6750rpm (SAE)

**Max torque** 86lb ft @ 5000rpm (SAE)

**Transmission** four-speed manual, RWD

**Suspension** independent all round, at front by double wishbones, coil springs

**rear** swing axles, trailing radius arms; anti-roll bars, telescopic dampers f/r

**Steering** rack and pinion

**Brakes** discs, with servo

**Length** 12ft 7½in (3850mm) **Width** 4ft 9in (1450mm) **Height** 3ft 8½in (1130mm)

**Wheelbase** 6ft 10¾in (2100mm)

**Weight** 1202lb (545kg)

**0-60mph** 7 secs (est)

**Top speed** 128mph **Mpg** 28

**Price new** FFr26,900 **Now** £50-100k+

## THE OWNER Crispin Forster



Cabinet maker Forster has owned his A110 for two years, having spent more than five searching for the right example. "I fell for the marque," he says, "after seeing an A110 at the roadside in the Jura,

in France. I looked at several, but they were all terrible. I eventually found this one in The Netherlands, and knew immediately that it was what I'd been looking for – the owner had obviously looked after it properly."

Londoner Forster uses the Alpine several times a week, and has been as far afield as the Pyrénées: "My most memorable drive was bringing the car back in torrential rain at night when I'd just bought it."

He adds: "I've not raced it to date, but I'm planning to take it hillclimbing next season."

1973 for the final four years of A110 production.

The most radical departure was the A310's Michel Beligond-styled body, its aggressively angular outline at once leaving the sensual '60s curves of the A110 looking antediluvian. During the car's development, aerodynamicist Marcel Hubert had paid much attention to detail, and neat touches included the adoption of a distinctive nose with six Cibié headlamps nestling Citroën SM-style behind glass covers.

The A310 looked as if it had been conceived with night rally stages in mind, although it would never dominate the sport in the same way as its forebear had done. Its most notable results were a brace of thirds on the Tour de Corse (in '74 and '76) plus the French Rally Championship title in '77, as Renault – which had taken a 55% stake in Alpine in 1973 – shifted the Dieppe company's competition focus towards Le Mans.





Clockwise, from main:  
A310 corners brilliantly;  
Douvrin V6 gives punchy  
performance; evolution  
from rally weapon to road  
car; wedge profile of A310

As before, the press heaped accolades on the A310's handling, *Motor* observing that it 'cornered as if on rails'. Less impressive, given the new car's intended GT role, was the lack of luggage space, while there was also a whisper of disappointment that the Renault 'four' didn't offer quite the supercar pace that the rakish lines promised. The latter failing would be addressed five years into the A310's lifetime, finally establishing the model as the 911 rival that it had always purported to be. Announced at the 1976 Paris Salon, the revised version – identifiable by its more orthodox quad-headlamp front end and a chunky rear spoiler – packed an all-alloy V6 engine in its shapely tail.

Fed by an unusual combination of one single- and one twin-choke Solex carburettor, the 2664cc Douvrin unit produced 150bhp and a useful 151lb ft of torque, giving 0-60mph in just 7.2 secs and a top speed of 140mph. In the interests of mechanical longevity, the R12 gearbox was dropped in favour of the stronger four-speed transmission from the R30, although a five-speed unit would become available in 1980.

In six-cylinder guise, the A310 would remain in production until 1984, its replacement being unveiled at the Geneva Salon in March of that year and – in a first for the marque – launched in the UK two years later.

Whereas the A310's styling had been a radical leap forward compared to the A110, the third generation of our triumvirate – the GTA – was





## ALPINE RENAULT A310 V6

**Sold/number built** 1976-'84/9276

**Construction** tubular steel backbone chassis, glassfibre body

**Engine** all-alloy, sohc-per-bank 2664cc 90° V6, with two Solex carburettors (one single- and one twin-choke)

**Max power** 150bhp @ 6000rpm

**Max torque** 150lb ft @ 3500rpm

**Transmission** four- or five-speed manual,

**RWD Suspension** independent, by double wishbones, coil springs, anti-roll bar f/r

**Steering** rack and pinion

**Brakes** discs all round, ventilated at front, with servo

**Length** 13ft 11½in (4248mm)

**Width** 5ft 5in (1651mm) **Height** 3ft 9½in

**Wheelbase** 7ft 5in (2270mm)

**Weight** 2161lb (980kg)

**0-60mph** 7.2 secs

**Top speed** 140mph **Mpg** 24

**Price new** FFr139,000 **Now** £15-25,000

## THE OWNER

### Paul Fraser-Sage



The Alpine guru has been involved with the marque for more than 40 years, having competed in A110s from 1972-'78. "I was given a four-year old R8 in 1968," recalls Fraser-Sage, "and that led to me doing

night rallies in an R8 Gordini. Things just snowballed and I soon set up as a specialist."

He has owned eight A110s – including two former works cars – plus seven A310s and three GTAs. He's only the second keeper of the blue V6, having maintained it for the previous owner: "Back in January '88, I drove it from London to Stuttgart after a friend who'd crashed his A310 called me from hospital. I set off at 6am and arrived 10 hours later. The car performed faultlessly, cruising at over 200kph for hour after hour."

## 'IT'S NOT AS POLISHED AS THE GTA, OR AS RAW AS THE A110... BUT THE PERFECT COMPROMISE'

very much a case of subtle evolution. Longer, wider and taller, the shape had strong echoes of the A310, but careful attention to streamlining made it the most aerodynamic production car of its day, with a Cd figure of just 0.28.

Although retaining the backbone chassis and glassfibre body construction of its predecessors, the thickness of the steel was reduced by 0.6mm while the strength of the plastic shell was much increased. The GTA's structure was said to offer four times the torsional rigidity of the average



Clockwise: body-hugging seats are remarkably comfortable; steering sublime, but V6 is more pendulous than earlier 'four'; period Gotti alloys



family hatchback of its day. A removable subframe supported a revised 2849cc version of the A310's V6 developing 160bhp, while in the autumn of 1984 a fuel-injected 200bhp 2458cc turbo unit from the R25 joined the line-up.

A road car rather than a racer, the design brief for the GTA had called for improved ease of use, with better accessibility, space, comfort, stability and manoeuvrability. The result was noticeably more Renault than Alpine – a far more grown-up concept, it had clearly been engineered with everyday driving in mind.

High-tech features included 'plip' remote central locking and electronic doorhandles, while the centre console was dominated by surely the most comprehensive hi-fi system ever to grace an '80s production car – a graphically equalised button-fest clearly conceived for big-haired power ballads. Alpine may have abandoned the Col de Turini in favour of *China in Your Hand*, but the Dieppe firm had far from sold out.

The press was full of praise for the GTA, highlighting its refinement and superb traction. *Autocar* reckoned that 'for the first time Renault has a powerful weapon to pitch against Porsche'. British buyers remained sceptical, however, the mass-market badging of UK versions doing nothing to further its cause. The Alpine name was owned here by PSA, so right-hand-drive cars were at first sold simply as Renaults.

A facelift to become the aggressive wide-body Le Mans in 1990 further improved the dynamics,

while in 1992 the car was heavily reworked to become the A610 – the last model to sport the Alpine name. A highly competent development of the '84 car, the A610 boasted 250bhp from its 3-litre V6, endowing it with a 165mph top speed.

To climb behind the wheel of Andrew Jones' GTA today is to travel back to an era of massive Motorolas and red braces. If the '80s are your thing, you'll love this low-slung leather-clad shrine to the yuppie dream. True, the dash is every bit as plasticky as that of a Supercinq, but in no other aspect does the car underwhelm you.

The unassisted steering is superb, the ride cossetting and the performance dramatic. Overcome the initial turbo lag and the Alpine leaps towards the horizon at an astonishing rate, while phenomenal grip means that bends are dispatched with uncanny ease. This is a blisteringly fast and competent 2+2, and it's a great injustice that so few found takers in period. Marque snobbery? Humbug! Pay for a Porsche badge if you will, but you'll be missing out on a superb sports car and transcontinental express.

After the refinement of the GTA, Crispin Forster's A110 is a loud and brutal hooligan. Alongside its '80s stablemate it really is tiny, but boy does it punch above its weight. Hard acceleration is accompanied by a guttural growl from the Gordini 'four', and you discover what all the fuss is about when you reach the first corner.

Floor the throttle and the A110 roars around bends at a stunning pace, the steering amazingly



Presents:

## Alpine A110 1.6S

### 1971



Alpine A 110 1.3 FASA

1970



Alpine A 110 1.6 SX

1976



Don't forget the competing models !

Réne Bonnet CRB1

1964

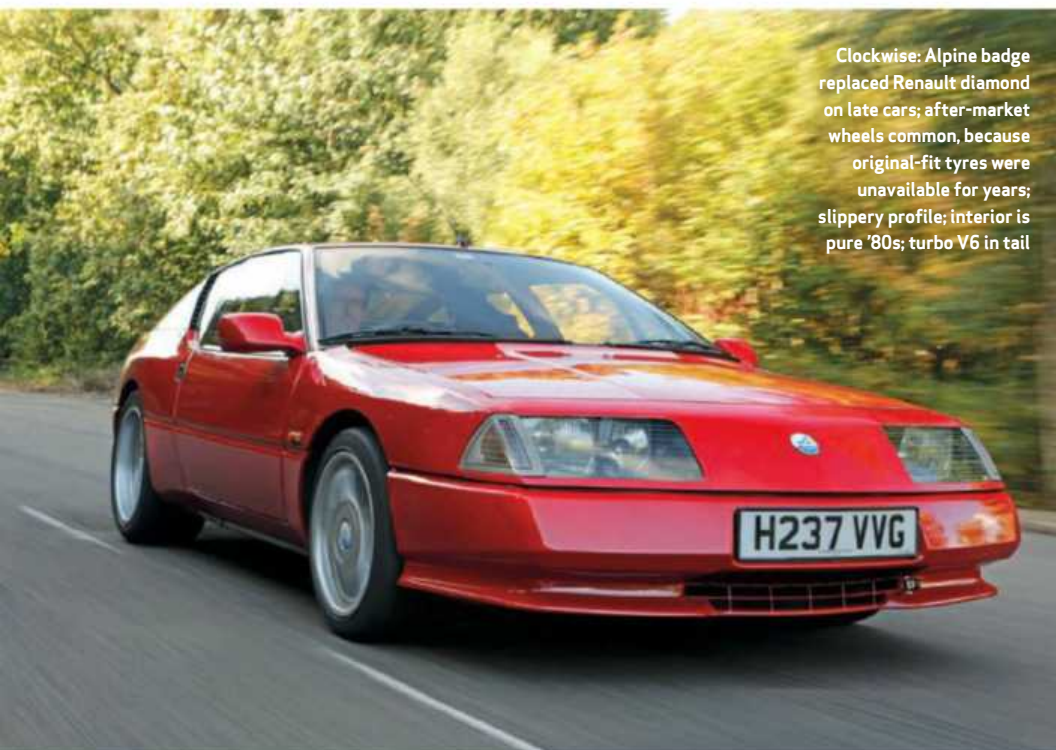


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9880 Aalter - Belgium

[info@oldtimerfarm.be](mailto:info@oldtimerfarm.be)  
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Clockwise: Alpine badge replaced Renault diamond on late cars; after-market wheels common, because original-fit tyres were unavailable for years; slippery profile; interior is pure '80s; turbo V6 in tail

## GTA V6 TURBO

**Sold/number built** 1984-'92/6289 (all)

**Construction** tubular steel backbone chassis, glassfibre body

**Engine** all-alloy, sohc-per-bank 2458cc 90° V6, Renix fuel injection, Garrett T3 turbocharger, air-to-air intercooler

**Max power** 200bhp @ 5700rpm

**Max torque** 210lb ft @ 2500rpm

**Transmission** five-speed manual, RWD

**Suspension** independent, by double wishbones, coil springs, anti-roll bar

**Steering** rack and pinion

**Brakes** ventilated discs, with servo

**Length** 14ft 2½in (4330mm)

**Width** 5ft 9in (1753mm)

**Height** 3ft 11in (1194mm)

**Wheelbase** 7ft 8in (2337mm)

**Weight** 2535lb (1150kg)

**0-60mph** 6.3 secs

**Top speed** 152mph **Mpg** 30

**Price new** £23,635 **Now** £6-12,000+

## THE OWNER

### Andrew Jones



Former archer Jones has been a fan of Alpines since seeing A110s on the rally scene. "I've had three GTAs so far," he says, "having owned this one for about seven years. I acquired the first about 25 years ago.

I'd been trying to sell a 12-month-old Rover that had been my company car and, eventually, I enlisted a garage to sell it on my behalf. Unlikely though it may sound, the salesman took a blue GTA in part-exchange. I decided to have some fun in that for a year or so, but ended up addicted and kept it.

"I have hillclimbed them as well as going on track days. My longest trip was touring the Loire Valley, where the car got a lot of attention from the French. People would often flash their headlights as we passed."



communicative as the scenery flashes by in a surreal blur of this-shouldn't-be-possible adrenalin-fuelled excitement. It really is staggering, yet feels utterly benign – on a twisty mountain pass, I can imagine few cars being more inspiring. Plus, if you're not in the mood for B-road lairiness, just park it and drink in the exquisite shape and faultless detailing. From the delicate air scoops with chromed strakes atop the rear wings to the gorgeously purposeful dash, there's nothing about the A110 that fails to impress.

Yet for all the magic, I'm not sure that I'd want to drive any great distance in the A110. The firm ride and gruff soundtrack are probably best sampled in small doses, and I think that it would be hard not to treat every road as a rally stage – much to the detriment of your licence. Which brings me onto the A310.

It's not as polished as the GTA Turbo, and it

## 'PAY FOR A PORSCHE IF YOU WILL, BUT YOU'LL MISS OUT ON A SUPERB CONTINENTAL EXPRESS'

lacks the raw appeal of the A110, yet to my mind that makes it the perfect compromise. With greater mass hanging behind the back axle line than in its *petite* sister, the A310 is more pendulous in its handling, but the steering is superb, the performance exhilarating and, although the Douvrin V6 is hardly the world's most sonorous powerplant, the overall driving experience is supremely addictive. The A310 is deceptively quick – it goes like stink, in fact – yet it's wonderfully cossetting. The spongy seats are far softer

than those of the GTA, and the narrower, oh-so-'70s cabin more inviting. And then there are all of those fabulous quirks – from the bizarre clap-hands wipers to the floor-hinged pedals to the love-it-or-loathe-it styling. This is what all junior supercars should be like.

Way back in 1979, I invested several weeks' pocket money in a copy of *The Observer's Book of Automobiles*. From that I first learnt of the A310's existence and, as a six-year-old, I was transfixed. Having now driven one, I'm still utterly entranced by this most enigmatic of sports cars. Few people on this side of the Channel may know what it is, but don't let that put you off. The A310 is a truly great machine.

**Thanks to** Crispin Forster; Andrew Jones; Paul Fraser-Sage: [www.alpinerenaultrestoration.com](http://www.alpinerenaultrestoration.com); Liane Metcalfe: [www.velocityautomobiles.co.uk](http://www.velocityautomobiles.co.uk)



# The world's wildest Ferrari wasn't from Maranello...

...it was coachbuilt by Panther Westwinds, in Byfleet. **Richard Heseltine** tells the surreal story of the one-off Daytona shooting brake that was the brainchild of Luigi Chinetti Jr

PHOTOGRAPHY **MATT HOWELL**







Spectacular windows open gullwing fashion, and were intended for safety so that you could load it from the pavement; rear lights are behind fixed back window





Exquisitely appointed cabin, with suede-covered dash, plus burr-walnut inlays and matching Nardi steering wheel – seats are familiar Daytona buckets





**T**his was a vision rather than a plan, a scheme whereby Britain provided the pomp and America the circumstance. Luigi Chinetti Jnr – or ‘Coco’ if you absolutely insist – is in full flow, recalling how he came to create a Ferrari “wagon”, and why it ended up being made in Surrey. He stops only to laugh at the period brochure that talks up a storm about the bespoke Daytona “shooting brake”. The one packing a turbocharged 600bhp V12. That, and an alleged top speed of 230mph. In 1975.

“Well, that’s news to me!” he insists. “No, that’s all wrong. It was never turbocharged. That never entered my mind. Then I would have needed to do the gearbox, the back axle, the... as if I didn’t have enough to do as it was. Seriously, that was never going to happen. And 230mph? Who said that? Not me.”

The promotional spiel was scripted by Panther Westwinds, the once-famed constructor of Jaguar SS100 and Bugatti Royale lookalikes that fashioned this remarkable machine. *Road & Track*, meanwhile, claimed in March ’76 that: ‘... Chinetti will duplicate this car for just under \$50,000... You supply the Daytona.’

“No, that’s also wrong,” says Chinetti. “It was always going to be a one-off. How many customers do you think there were for such a car in the mid-1970s? Hey, I had the idea 40 years ago so my memory might be a little fuzzy, but it was unique and was always intended to be. And you know what? It turned out pretty nifty.”

He isn’t wrong, but conjecture and half-truths haunt this car. It doesn’t help that even period reports mix facts with fantasy, and that’s before you factor in some of the more, ahem, ‘creative’ auction catalogue descriptions from yesteryear. But what is beyond question is that this was – and remains – a Ferrari unlike any other.

“It came about because I always had an interest in design,” Chinetti recalls. “I liked doing special cars, as did my dad [three-times Le Mans winner and North American Racing Team founder, Luigi Chinetti Snr]. We did a lot of them, some better known than others, but there was also a business case for doing them. I mean, I was abused for some of the things that we did, although they made sense financially.

“I did a car that you Brits call a ‘shooting brake’ back in the late ’60s that was based on a Ferrari 330GT 2+2. You wouldn’t believe the crap I had to put up with over that, but you couldn’t give away a 2+2 back then. I did that car with Alfredo Vignale. The donor was just sitting there. It cost us \$4000 for Alfredo to do the body and I sold it for \$12,000. Now tell me, who’s the dummy? What really mattered, though, was that each car was pre-sold. I never built something and then went looking for a buyer.”

Aside from the Vignale offering, other vehicles created by Chinetti at the time included a supercar based on a 275P sports-prototype constructed by Michelotti, and which has latterly been returned to its original form. It wasn’t all Ferraris, though. ‘Lou’ also reworked a McLaren M6 Can-Am weapon for street use and roped in Zagato to build a wild Cadillac-based GT car that he would sooner forget.

And it was another Cadillac project that, in a roundabout way, led to the car pictured here. In 1974, Bob Gittleman walked into the Chinetti Motors showroom in Greenwich, Connecticut



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Daytona's striking orange noseband was made by heating coloured Perspex; traditional wire wheels contrast with the shooting brake's space-age looks



looking to buy something. The successful architect wasn't particularly taken with the regular production models, but became increasingly smitten with the stylised illustration for the Zagato-built Caddy by ex-General Motors man Gene Garfinkle adorning Chinetti Jnr's office wall. The artwork was altogether more attractive than the finished article. The 'Zag-Cad' was supposed to have led to a highly stylised Eldorado-based estate, and elements from the Zagato car and its stillborn sibling were then transposed onto a more exotic platform. At least, they were following a brainstorming session.

"We had already sold Bob a Daytona, a Rosso Dino '73 365 GTB/4 [chassis number 15275]," says Chinetti, "and that became the basis for the car. I just started sketching and came up with what I called an 'extended coupé' that Bob was really keen on. I never liked the use of the word 'wagon', though. You know, it's okay for there to be an Aston Martin shooting brake, or a Bentley shooting brake or whatever, but, in America at least, this car tended to be called a wagon. That irritated me." Once the design had been completed, there was just the small matter of transforming Chinetti's renderings into three-dimensional reality. Enter Panther Westwinds.

"You have to remember what the early-to-mid '70s was like for those of us who were trying to sell exotic cars," Chinetti muses. "For starters, there was the fuel crisis. On top of that, we were Ferrari agents but only one model was homologated, so what were we supposed to sell? We took

## 'YOU HAD TO FIX THINGS OR FINISH THEM FROM SOME COACHBUILDERS, BUT NOT WITH PANTHER'



on all sorts of stuff in order to keep things moving along and that included becoming distributor for Panther. I really liked [marque instigator] Robert Jankel. He was a great guy; a really nice person. Well, we just sort of clicked and it made sense to have him do the car. I really admired Panther's workmanship. All the other cars we created were done by Italian *carrozzerie*. Some of them were capable of beautiful work, but often they were only 80% there. You had to fix things or finish them; sometimes both. That wasn't the case with Panther, and nobody does interiors quite like the British. It was a good fit."

The car was built, in part at least, by Andrew McKenzie, who remembers it with a degree of fondness. "I was Panther Westwinds' first employee," he says. "Actually, I was recruited by Robert before the company even existed. He asked me to help him when he was working on the prototype for what became the J72 and it went on from there. I certainly wasn't involved in every aspect of the Ferrari build but, from memory, it took around six months to complete.

As tends to be the way with these things, it was a race against time to get it finished, but overall it came out okay. The working drawings were done by Martin Tanner, a draughtsman who I think was employed by British Aerospace. He liaised closely with Robert on various projects. It was proper coachbuilding so perhaps not very hi-tech, but the end result was pretty amazing."

While retaining the front inner wings, A-posts, door frames and 'screen, this radical





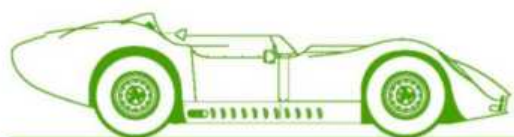
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Veglia dials sit in central console; part of Perspex flash lifts with neat lamp covers; V12 is in standard tune; car was restored by Andrew McKenzie, who was on the team that built it

device had a look all of its own. Up front, it was clearly a Daytona but its proboscis was somewhat longer. The signature feature, however, was the dramatic hind treatment, complete with an extended roofline and curved side glazing that could be raised and lowered in true gullwing fashion for access to the loading area. Intriguingly, the tail-lights were mounted behind the rear screen, which doesn't open.

As Chinetti points out: "It was never going to. I wanted to be able to stand on the sidewalk and put things in the car rather than standing behind it in a parking lot as other cars passed by. It was a safety thing. I think it was quite an innovative idea; a practical deal rather than just a show car gimmick. I know that it influenced at least a few designers. I was good friends with [GM head of styling] Bill Mitchell, who I admired greatly. He and his guys did a Trans Am shortly after our Ferrari first appeared and it had exactly the same extended roof set-up, right down to the gullwing glass panels. When I saw the Pontiac, I phoned Bill and he came clean. He admitted that he'd copied it! He really liked what we'd done, so I must have been onto something."

Gittleman received his made-over Daytona in the winter of 1975/'76, but the Floridian drove it sparingly prior to selling it in 1980. "He really liked it," Chinetti says. "We were both pretty pleased with the way that it came out. I would have preferred for the nose to have been lower and the tail to be a fraction higher, but overall I think it worked out really well. I visited Panther



maybe three or four times during its construction. I knew that I could trust them to do it right."

The NART-Panther, to go by one of its many period names, hasn't lost the power to shock, either. It has passed through several keepers since Gittleman moved it on, including a Paris-based collector of shooting brakes, and for the past year or so it has been owned by former F1 team principal, Paul Michaeals.

In 2014, it was lightly restored by... Andrew McKenzie. "I said goodbye to it 40-odd years ago and never thought I'd see it again," he says, laughing. "The car had been mechanically overhauled, and I worked on various aspects, basically making it work as it should. I don't think it had been used much, and had suffered as a result."

Indeed, this flight of fantasy had covered all of 4000 miles since the original Panther build. You really need to see it up close to fully appreciate how outrageous it looks even now. From certain angles, the outline appears a little skew-whiff, not least the centre section, which is perhaps a bit stumpy given the sizeable rear glasshouse and lengthy overhangs, though overall it's positively gobsmacking. What's more, it doesn't look remotely funereal – despite being entirely black save the bright orange band that wraps around the nose. According to McKenzie, that was created in period "by shaping coloured Perspex with a heat gun". In 1976, the Ferrari was photographed with spun-alloy disc wheels, but these were soon replaced with Borrani wires that contrast beautifully with the sci-fi appearance.





From top: estate being coachbuilt by Panther's artisans; nose is longer than stock Daytona, but not as accentuated as in Chinetti's renderings

Stoop to avoid the low roof as you step over the sill with its pronounced 'Panther' logo, and the seating position is pure Daytona. It's only the view that's different. The Veglia instruments, for example, are familiar but sited in a centre console and angled ever so slightly towards the driver. Burr walnut features extensively, to the point that there are rather more Ye Olde gentleman's express reference points than Italian supercar cues. That was intentional from the outset. Connolly's finest hides embrace the seats and door cards, with non-reflective suede covering the tops of the doors and most of the dashboard.

Since the 'extended coupé' was fettled, the Ferrari has appeared at a handful of concours events, the most recent of which was Salon Privé. Not that there's anything to stop you from driving the Daytona in anger. It's completely stock mechanically, the 4.4-litre quad-cam V12 producing 352bhp at 7500rpm. Despite the alleged extra weight from the conversion, it won't have trouble getting out of its own way. What's more, even the air-conditioning works. It may

look like a show queen, but it is practical. Almost.

This was the only NART Ferrari bodied outside Italy. There would be no further collaborations between Chinetti and Jankel, although the latter wasn't completely done rearranging and reimagining Maranello products. Other projects included a small run of Ferrari 125 'replicas' (the use of quotation marks is entirely apposite), which were built at the behest of Swiss dealer Willy Felber and based on 330GTC running gear. He also produced a raft of 400i-based conversions, including a four-door saloon and, you guessed it, a shooting brake under the Le Marquis banner.

While the Daytona pictured here might baffle as many people as it bewitches, you cannot argue that it makes most other Ferraris – most other cars, for that matter – look terribly unimaginative. The passing of 40 years hasn't blunted its edge, that's for sure. 🏆

**Thanks to** Paul Michaels and Jonathan Kaiser:  
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'IT MAY LOOK LIKE A  
SHOW QUEEN, BUT IT IS  
PRACTICAL. ALMOST.  
THE AIRCON WORKS!'









# SWINGING SIXTIES IN FOCUS

A Mini adventure in 1962 inspired John Dryhurst to visit other race meetings closer to home. **James Page** hears his story and delves into his scrapbook

PHOTOGRAPHY JOHN DRYHURST



Above: the Silverstone paddock at '63 Grand Prix meeting, with Jack Sears' Galaxie in the foreground and Cooper's Formula One transporter behind. Right: the atmospheric postcard that Dryhurst sent back to the UK from Spa in 1962



Spa has long been a favourite with British fans who are keen to visit a continental Grand Prix. Thanks to modern *autoroutes*, the Belgian circuit is now little more than a three- or four-hour blast from Calais, but in 1962 it was a much bigger deal for 20-year-old John Dryhurst – and that was before he decided to come back the scenic route, via Le Mans.

“It was my first trip aboard,” he recalls. “Dad had a shop in the West Midlands, and we’d just got a Mini van – it was a choice between that and an Austin A35. We went for the Mini, and ended up with an orange one – registration 214 CEA. I seem to remember that the choice was between that and a green one. The orange was certainly noticeable...”

Dryhurst was a fan of Stirling Moss, who at that point was still recovering from the injuries





Spa 1962, and the Lola of 'Fearless John' Surtees leads the Ferraris of Phil Hill and Ricardo Rodríguez between the houses at Burnenville. Below: Jochen Rindt in the Silverstone paddock, '67 British GP

he'd sustained in what would turn out to be a career-ending crash at Goodwood in April: "I can remember arriving at the circuit and seeing the Rob Walker transporter. Even though he was running Maurice Trintignant, it still had 'Driver: Stirling Moss' written on the side. At that point, everyone was hoping that Moss would recover and return to racing."

In '62, of course, Spa still meant the majestic 8-mile road circuit, which rose to Les Combes before sweeping down through Burnenville, Malmedy and the Masta Kink, all the way to Stavelot, where the climb back up to the pits began. It was the second season of the 1½-litre formula, which wasn't a hit with purists. "I can remember Denis Jenkinson saying that 1½-litres was a decent size 'for a bike engine'," recalls Dryhurst. "I suppose they weren't all that quick but, by Jove, they were impressive around there. They had no downforce, obvi-

ously, and they moved around an awful lot. Also, Spa itself was beautiful."

"There were no crowds," he continues, "and the drivers weren't the celebrities that they've become now. We walked behind the pits with some Dunlop guys and were able to stroll straight in – no one questioned it. There was no ticket kiosk or anything, and you could get up close to all of the cars."

"John Surtees was driving the Lola that year. His wife Pat made us very welcome, and we were able to watch practice from the pit counter! We just stayed quiet and didn't make a nuisance of ourselves."

As it turned out, that year's race was a good one to witness: it was Jim Clark's first championship Grand Prix win, and the first for the Lotus 25. Dryhurst became a big fan of the Scottish genius. "For me, he was the best that there's ever been, and the combination of him





and Chapman was unbeatable,” he remembers.

Still buzzing from the spectacle, Dryhurst decided to return home via Le Mans – the 24 Hours was being held the weekend after Spa: “We hadn’t planned to go there. We went the long way, through Switzerland – and bought a cuckoo clock, obviously.”

His photographs from La Sarthe capture the atmosphere ahead of that year’s race, plus lots of things happening in the town itself. Dryhurst snapped an Austin Seven that he was sure had also been at Spa. “I’d have to check the dates, though,” he says with a laugh. “If Le Mans was the following weekend, I’m not sure an Austin Seven would have got there from Spa in time...”

The memories from his European adventure are still fresh, and throughout the decade Dryhurst would visit as many British events as he could, including the Grand Prix when it was at Silverstone: “If we got the time, we’d go for Friday practice. There were fewer people around and you could meet the drivers. I’ve got movie footage from then, too.”

“I took some pictures of Jochen Rindt,” he continues, “then I walked between a couple of transporters and there was Dan Gurney, who just looked up and said, ‘Hi’.

“I wouldn’t bring back the danger element of those days, but I thoroughly enjoyed it and was privileged to see that era of racing.”



Clockwise: everyday traffic lines up in the Le Mans pits, gleaming in the sunshine, ahead of 1962 24 Hours; famous Dunlop bridge; Gurney’s Brabham, Silverstone ‘65; candid Clark in the paddock at ‘67 British Grand Prix



From top: access all areas – Bruce McLaren’s Cooper in the pitlane at the 1962 Belgian Grand Prix; Ferrari 250GTO in the paddock at Silverstone; a tranquil setting for a motor race – Lotus dashes through typical Spa scenery













# Donald's favourite Healey

Just two A-H 100 coupés were built in period, and one became the preferred transport of the company founder. **James Page** takes it for a drive

PHOTOGRAPHY **MALCOLM GRIFFITHS**







**P**erranporth is a long way from Warwick, and yet Donald Healey would regularly drive between his home in the Cornish town where he'd been born and the factory where his eponymous sports cars were conceived. Often he would use his stunning 100S coupé for the 250-mile blast across Bodmin to Exeter, then onwards via Somerset and Wiltshire to pick up the Fosse Way for the final stretch over the Cotswolds. For a keen driver who'd had an impressive competition career – including a win on the 1931 Rallye Monte-Carlo – it must have been a fabulous run.

“He tended to use the coupé for longer journeys because he enjoyed its performance,” says Donald's grandson Peter. “There were fewer speed restrictions then, and much less traffic, of course, so he used to set quick times. I don't think it took him any longer than it would today – even when you take into account the fact that he'd have been doing it before motorways.”

The story of this car brings together various strands. As well as being Donald's personal transport, it was one of two subtly different coupé proposals that designer Gerry Coker came up with for the Healey 100 and, as one of the factory's development cars, it played a vital role in evaluating the mechanical upgrades that were used on the 100S.

Chassis 142615 was completed in August 1953, and delivered to the Healey Motor Co – along with a purpose-built aluminium hardtop – from Jensen, which built the roadster bodies. At Warwick, it gained various modifications, such as the Le Mans engine kit for the 2660cc ‘four’, plus improved springs. It then went to Dick Gallimore's experimental department at Austin, where it received its final conversion into a coupé via the incorporation of that hardtop.

It was registered ONX 113 in December, the original entry on the logbook listing it as a ‘saloon’. The other coupé – which was based on a chassis built later in 1953 but converted at

roughly the same time – was registered OAC 1.

In *Healey: The Specials*, Geoff Healey wrote that ‘most of [ONX 113's] early life was concentrated on brake development and general development as an addition to the model range’, and it played a vital role at a busy time.

“It was very much part of the Special Test Car programme, right from its initial build,” says 100S guru Joe Jarick, “and received upgrades as they became available for testing. With his extensive engineering background, Donald was very hands-on. There was a constant flow of ideas and feedback between him and Geoff Healey, who in turn fed it back to Austin.”

Four Special Test Cars were built for 1954, following the quartet used the previous year. Their specification formed the basis for the 100S, announced at the '54 Motor Show and built through '55 in a run of only 50 examples – all of which were hand-assembled at Warwick using the trimmed body/chassis unit that had been received from Jensen. First up for the coupé was the fitment of Dunlop disc brakes. Next came adjustable Armstrong rear dampers, before a 100S engine and gearbox were dropped in.

It wasn't just any old 100S engine, though. Used in the Special Test Car programme throughout 1953 and '54, this powerplant had even temporarily found its way into the 100S Earls Court display model. It later received a pre-production Weslake four-port aluminium cylinder head that had been used on another engine at the Bonneville Salt Flats in '53 – the one with which Donald himself recorded 142.64mph for the mile.

With a busy schedule of competition and record-breaking, not to mention the ongoing pressure of keeping up with demand for the production roadsters, this was a fraught time for



**‘DONALD OFTEN USED IT FOR THE 250-MILE BLAT FROM CORNWALL TO THE WARWICK FACTORY’**

From top: generous rear window gives good visibility; famous lightning flash badge; overdrive was fitted to compensate for this car's short diff ratio





Clockwise, from below:  
fabulous profile; 100S  
engine; period shot in  
Perranporth – note black  
roof; 5.90 H15s on painted  
wires; original logbook







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the small development team at the Cape works. To make matters worse, the supply of upgraded parts from Austin and Dunlop was sporadic.

In the meantime, both Donald and Geoff continued to put serious miles on ONX 113. At that stage, the company founder was still an active driver in his own right. He and Stirling Moss used it to carry out a recce of the Mille Miglia course – Moss readily remembered the car when reunited with it many years later – and Geoff once ended up going through a hedge and into a field during enthusiastic testing. Fortunately, the bodywork was only lightly damaged.

As things turned out, of course, the coupé remained one of only two that were completed in period. Donald was keen to expand the partnership with BMC by offering different models, but the coupé would have constituted so small a percentage of sales that it simply wouldn't have been economically viable. It appears that Jensen, for a start, wasn't keen on building the closed version on the grounds of cost.

Donald kept ONX 113 until 1962, by which time the firm had long since been forced to switch to BMC's C-series for the 100-Six and 3000 – despite Donald's preference for sticking with a 'four' and simply uprating the standard production car's 90bhp unit to 100S spec. The coupé was sold to Alexander Hamilton, then, 10 years later, it was bought by Healey collector Arthur Carter, who has owned it ever since.

"I can't remember how many I've had," says Carter with a laugh. "Fourteen, I think. I just liked the look of them, and my first was an early BN1 that I bought in the 1950s. I always fancied having an S, though, and looked at all of the magazines to read up on them.

"I once bought a huge job-lot of 100S spares. The chap who owned ONX 113 used to ring me every year to buy parts. Eventually, he called asking for a head gasket, then said: 'Actually, do you want to buy the car?' So that's what I did."

When the coupé had first been built, it was two-tone, black over red. "I had it resprayed all-



red because I didn't like the black roof," says Carter. "It made it look like a hardtop. Gerry Coker saw it and didn't like it at all, though!"

Far be it from me to disagree with the man who styled such a pretty car as the Healey roadster, but I'm with Carter on that. The solid red does give it a more coherent look, as proven by the fact that an enthusiastic and knowledgeable chap approaches as we arrive in Bosham harbour.

"I saw you drive past," he says, "and I thought: 'Nice Healey – but that's not a hardtop...'"

And that gets to the heart of this car's aesthetic appeal. It is at once familiar and recognisable, but subtly and perplexingly different. It is certainly no lash-up, no hastily finished 'mule'. The Healey looks best in profile, the rear side glass and roofline working supremely well over the muscular rear haunches. There are hints of the later fixed-head MGA, but it's bigger and more purposeful, although the boot now seems very large when viewed from directly behind.

**From top: 100S engine gives eager performance; Lucas lamps; cabin has Becker radio and wheel of a type fitted to only the '53 Special Test Cars**



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The keener-eyed among you might have noticed one particular difference in detail.

“As a coupé styling exercise, it provided an opportunity for a higher level of security over the 100’s soft-top and side curtains,” says Jarick. “The sliding windows were lockable from inside, so without external doorhandles it would be difficult to enter – the 100’s internal cord-pull would not have been accessible when the windows were locked. Therefore, handles were incorporated inside and out.

“Also, the ‘anti-burst’ door locks fitted are of a type that was not introduced on a production Healey until the 3000 Sports Convertible almost 10 years later! In a similar vein, the rear chassis modification to allow greater suspension travel did not appear on a production car until the 3000 Mk3 in May 1964.”

Inside, it’s all recognisable enough – the upright bucket seats and steering wheel, the gearlever that’s a reach away on the far side of the transmission tunnel – but ONX 113 boasts a satisfying patina that can be achieved only on a genuinely unrestored car.

“I did clean up the interior,” says Carter, “and I rebuilt the engine with the help of a mechanic I employed on my farm [none other than Rick Hall, who went on to establish Hall & Hall], but that was about it. I really enjoyed tinkering with it – that’s what I loved to do.”

“To drive, I didn’t find it to be as well balanced as a normal 100S,” he continues. “It was carrying a bit more weight, I guess.”

Maybe so, but in many ways the different body style transforms the Healey’s road manners, and this coupé should not be considered in any way portly. It’s far more rigid than an open car, for a start, and doesn’t rattle or crash its way down the road. It rides well, too, and is remarkably civilised until cockpit temperatures start to creep up. If you’ve been in a Healey, you’ll know that it can soon get warm in there; imagine what it’s like in a closed example.

Jarick estimates that ONX 113 has “no more

than 140bhp”, and it’s a gruff, willing unit. The BN2 four-speed gearbox features a long throw, and is matched to the 100S’s 3.66:1 differential – the optional ‘short

circuit/hillclimb’ ratio. That gives the Healey strong acceleration, its big ‘four’ spinning enthusiastically to 4000rpm, the popping on the overrun being distinctly audible thanks to an exhaust that exits beneath the driver’s door.

Carter once took the coupé back down to Cornwall to visit Donald Healey, who unsuccessfully offered to buy it back. The car has been little seen over the decades, and now Carter has decided that the time has come to sell.

“Appearing on rare occasions seems to have only added to its mystique,” says Jarick, and expectations are that it will command a healthy six-figure sum when Bonhams offers it in December. “It has an appeal beyond the usual marque enthusiasts due to its styling and history. By any standards it is a handsome car, but then you add in its famous owner and the fact that it incorporates the pick of the Special Test Car programme with components that have a history all of their own. Where does it stop?”

“I was quite young when Donald sold the coupé,” concludes Peter, “but I do recall it. He talked very fondly about the car, and I think he enjoyed it more than any other Healey. It’s a great shame that it didn’t go into production.”

Surely he would have liked nothing more than for his old favourite to once again be seen on the road. It would be a star at any concours, but it would be even better if the new owner were to drive ONX 113 down to Perranporth, chart a route that avoided motorways, reset their stopwatch and set their sights on Warwick.

**Thanks to Joe Jarick; Jamie Knight at Bonhams: [www.bonhams.com](http://www.bonhams.com); Arthur Carter; Peter Healey**

## IT'S MORE RIGID THAN AN OPEN CAR, DOESN'T RATTLE DOWN THE ROAD AND RIDES WELL'



From top: ONX 113 at testing of Healey’s ‘54 Carrera Panamericana entries; well-resolved roof; familiar details; hard cornering provokes roll







# “It has a lot of joy in it”

So says Ian Callum of the Aston DB7, still perhaps his most famous creation. **Mike Taylor** gets the inside story on the car's development

PHOTOGRAPHY TONY BAKER/LAT ARCHIVE



**T**he DB7 remains among the most beautiful cars ever built, its elegant lines rising, flowing and falling gracefully without a controversial corner in sight. Enter Ian Callum, who shaped the charismatic charmer with a confidence beyond his experience. It assured the company a healthy future, put Aston Martin ownership within the reach of many new enthusiasts, and was built in numbers never before approached by the Newport Pagnell firm.

The DB7 was Callum's first complete design project, which he undertook during his 10 years at Tom Walkinshaw Racing. He beams proudly at Gareth Richards' Mendip Blue example, as creator and car are brought together. "I saw a DB7 the other day on the M6," says Callum, "and I thought, what a pretty little car. It always surprises me how nice it looks. It has dated well."

Towards the end of the '80s, Jaguar's fortunes were ebbing. In '89, Ford paid a hefty \$1.8bn for the Browns Lane business, the deal also extending to buying a 75% share in Aston Martin. A replacement for the XJ-S had been mooted since the early '80s. Two prototypes were built, the XJ41 coupé and the soft-top XJ42, based on the new XJ40's underpinnings. But weight, complexity and spiralling costs caused the programme to be cancelled when Ford tasked tough-talking Bill Haynes to make sweeping changes.

TWR had shown what the XJ-S could do in motorsport and Walkinshaw made his move. His plan involved turning the XJ41 into a car capable of being built on the XJ-S platform.

Code-named Project XX, it was never going to be easy. The big XJ41 had been the product of Jaguar designers, while amending its dimensions called for considerable investment. Then Ford declared that it didn't want the car, which left the way open for XX to be redesigned into an Aston. Walter Hayes had come out of retirement to be CEO of Aston Martin, and Walkinshaw called him to request that he sanction the project.

"At the time I received that all-important phonecall to join TWR, I'd been working for Ford for around 12 years," recalls Callum. "I'd never had the opportunity to design the complete outside of a car from scratch and I felt frustrated. This was about 12 months before Project XX was put into high gear and I had no idea that it would eventually lead to designing the DB7. In fact, when I decided to leave people thought I was mad. I was a manager at Ford, I was 35 years old and I was about to join this tiny racing car company."

The financial security was quite different, but Callum was determined to make it work: "When people at Ford heard it was I who was working on the new Aston Martin, I think the doors opened a little bit easier. They had a sense that it was going to be handled professionally."

Equally important was that Hayes understood the people he needed to impress in Detroit.

"Many of Ford's board members didn't even know what Aston was," says Callum. "One person who was on our side was Jacques Nasser, the vice-president of Ford Motor Co. He knew all about the brand and the need to revive it."

Even so, the firm's low-volume output was anathema to Ford, which made discussing the DB7 investment a tough call: "It was created to give Aston Martin a mainstream model at a time





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Clockwise: mullets a-go-go with design team that had readied the car for launch; Bloxham, where the XJ220 had also been built; Geneva debut, '93; fully engineered prototypes – sunroof of early cars was dropped as a standard item; Callum points out to Taylor that 'six' was lowered rather than altering bonnet line



when sales of the hugely costly Virage were a worryingly sluggish 40 cars per year. The DB7 became the highest-volume production Aston Martin ever, with more than 7000 built."

"It was a difficult job for me," he reveals. "I'd never done a whole car before. Importantly, while I was at Ford I was surrounded by a team of designers and managers; at TWR, I was working on my own. It was the most pressurised situation I'd ever experienced. In the early days, I'd sometimes go home feeling a little depressed. There was nowhere to hide, but I had a good friend in clay modeller Andrew Miles. It was he who helped me a lot through those stressful days."

As we walk around the DB7, I ask Callum which cars influenced him: "Certainly the original DB4 Superleggera, as well as the Zagato – and, believe it or not, the Nissan 300ZX. I found the proportions of that car quite inspiring."

He looks carefully at the frontal treatment and the stance: "From the outset, there were huge challenges. Thankfully, Tom trusted me, I do have a pragmatic head on my shoulders. I was fortunate that, in Tom, I had a boss who wanted the car to look the way it did. We made major changes to the front and rear overhangs of the XJ-S. Also, the front cowl was new. It was, after all, going to be smaller than the prototype XJ41."

"I'm quite happy with the gradually sloping rear," he asserts as we move around the car. "The aerodynamics weren't too great because the transom was too low, but we did improve it when we created the more aggressive Vantage in 1999."

"The original car was a V12," he explains, "which had a lower engine line. Then, for cost reasons, we went to a supercharged inline-six. The top of the engine came very close to the

underside of the bonnet, so I took all of the drawings and worked out the shape of the bonnet for it to comfortably clear the top of the power unit."

"I called Tom over and asked for his opinion. He said, 'I don't like it,' and I replied, 'Neither do I.' So, off he then marched to the chassis engineering

guys and said, 'Drop the engine by 25mm.' With a small, autocratic outfit such as TWR you can do that sort of thing. Within a few weeks, the job was completed with a redesigned subframe."

"The safety regulations that were coming out of the States during the early 1990s didn't really affect this car," he continues, "although at TWR we did have a clever bunch of engineers who took the shape and made it work within the confines of the US impact constraints. For example, we had enough rigidity in the roof structure to pass the rollover tests of the time. However, there was a lot of discussion about the strength in the front of the body envelope. In the event, the engineering guys were able to produce a shape that withstood all the impact assessments."

"It's very busy, isn't it?" he muses as he climbs inside to assess the interior. "We raided many manufacturers' parts bins to make this car..."

The programme progressed quickly once the initial task of developing the shape was finished: "By way of comparison we brought in a DB5, which stayed around the workshops for some





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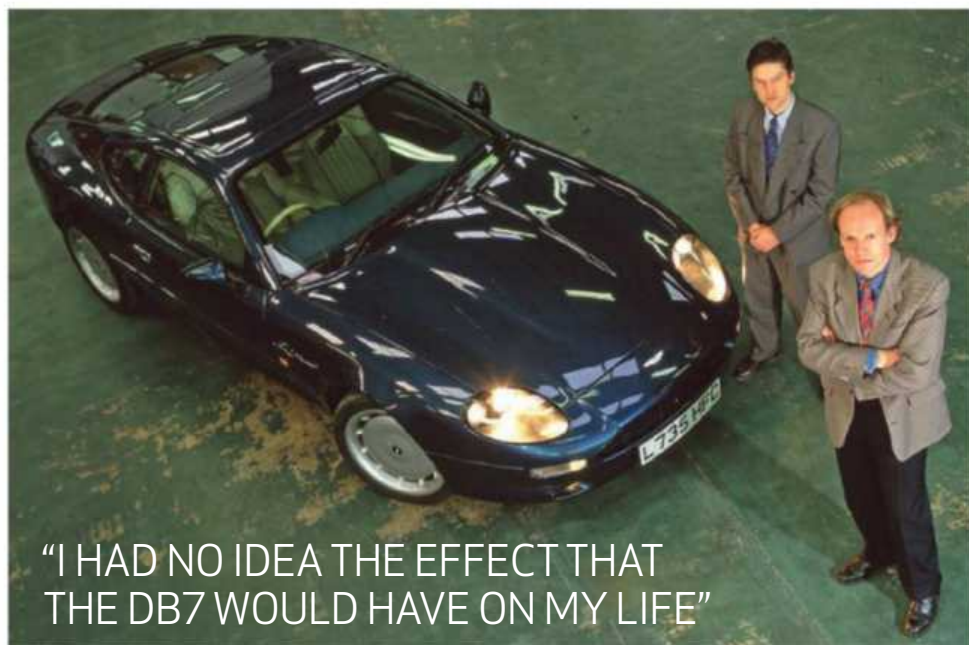


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"I HAD NO IDEA THE EFFECT THAT THE DB7 WOULD HAVE ON MY LIFE"



Clockwise, from top: Callum and Neil Simpson (who styled the cabin) put TWR Design on the map with the DB7; it was meant to have a V12, which came with the more aggressive-looking Vantage; fussy but luxurious cabin; CX door mirror; Callum wouldn't alter much, but he'd make the grille opening bigger



time. Then we showed the clay model to Walter and he asked for a few subtle styling amendments. For example, he insisted that we have chromed door handles, and the only car we could find with those was the Mazda 323 estate. We also fitted the door mirrors from a Citroën CX.

"Tom looked at the clay model and said, 'What's better than a clay version?' and we said, 'A GRP car.' Then he asked, 'And what's better than a GRP car?' so we replied, 'A steel version.' We had full experimental and build facilities at Kidlington, so this enabled us to make a steel prototype, which took about four months."

Walkinshaw was satisfied with the result when it was finished in '92, with only minor improvements needed to bring it up to his demanding standards. "Under evaluation, the prototype handled well," says Callum. "We camouflaged it and did a lot of test miles around the Cotswolds."

"At a meeting in 1993 attended by Hayes, Walkinshaw and me, the DB7 was unveiled for scrutiny. Walter turned to his Jaguar counterparts and said, 'Why couldn't you do something like this?'" It would take a further three years before the XJ-S replacement, the XK8, arrived.

The DB7 made its debut at Geneva in '93: "It drew huge attention. I had no idea the effect it would have on my life, and I was thrust into the limelight. I recall Jackie Stewart coming up and saying, 'It's just such a beautiful car, well done. And, you're a Scot – that makes it even better.'"

With such a promising order book, Ford gave its agreement for DB7 production to begin. Engines would be built at Kidlington, while a factory at Bloxham was used for assembly.

The Volante soft-top was unveiled to a receptive public in 1996, while the 420bhp, 5935cc

Vantage was released in '99: "Ford wanted us to do that, adapting its V12 engine. It was more aggressive, with a deeper chin spoiler, greater flare in the arches and a more obvious flick-up to the transom, although I was never really happy with the V12 installation. I didn't think it worked that well."

But would Callum change anything? "I could have been more determined. I certainly would have made the side belt-line and door window sills higher, and the grille aperture larger. Overall, it's a little lacking in finesse and detail, which we wouldn't be able to get away with today. At TWR we didn't have a viewing gallery to gain an overall impression of what the car looked like, so all our design work was achieved at close quarters."

Summing up, he says: "The opportunity to join TWR came at just the right time; a few years earlier, I would have lacked the design experience; a few years later, I would have been far more cautious. But after 10 years I had a craving for mainstream manufacturing; I realised that I was missing out on so much, so I went back to Jaguar."

"My only regret is that, in 1992, the finance wasn't there to put in the details I wanted. That said, it has a lot of joy in it, it's my 'happy car', my calling card. If it wasn't for the DB7, I wouldn't be Jaguar's director of design today."

Thanks to Louise Allinson and Gareth Richards









# OFF THE REKORD

Opel's versatile saloon spawned the upmarket Commodore, plus the sporty Sprint and even a coachbuilt cabriolet, says **Martin Buckley** as he puts three rare survivors through their paces

PHOTOGRAPHY JAMES MANN





Bodyshell is the same on both, but the Commodore has more brightwork; it's plusher inside, too, with cloth inserts and fake wood; smooth straight-six

**P**rojecting American tastes and proportions onto European-sized cars has not always delivered happy results, but it was an art that General Motors had mastered to near perfection by the mid-1960s at its German outpost in Rüsselsheim. Thus, there is an elegant confidence about the Rekord C range – built between 1966 and '71 – that is as easy on the eye as a Herb Alpert tune is on the ear.

The world has rather forgotten these competent, unpretentious yet stylish middle-range Opels with their curved hips and neatly resolved detailing. In West Germany, the Rekord C and Commodore A were so ubiquitous they became mobile street furniture – produced to the tune of 1.2 million examples for a home audience that wanted something more glamorous than a VW but couldn't stretch to a Mercedes.

In the UK, they represented most people's first awareness of the Opel marque, and come from a long-forgotten time when almost any foreign car was seen as upmarket. When GM started importing the Rekord C in 1967, it carefully picked variants that wouldn't harm sales of the superficially similar Vauxhalls. Instead, it aimed them at the posher 'young executive' 2-litre saloon sector that was dominated at the luxury end by Rover and Triumph, and aspired to by the flashy Ford Corsair 2000E at the other.

The four-speed, 90bhp Rekord 1900L, with its heated rear window and alternator, was as fast as the £1400 Rover 2000 but cost £250 less. It sold not only on its equipment, such as reclining seats, but on an image of West German quality and reliability that was already gaining credence. Behind the glitzy looks, there was an aura of sensible, practical durability about an Opel that

distanced it nicely from Vauxhall's well-earned (and hard to shake off) '60s rust-bucket image.

As well as boasting mid-Atlantic style and Teutonic quality, Opel offered good old-fashioned American choice. Its products echoed the Detroit idiom of variety, being produced and sold on a Stateside model that encouraged endless options of trim and specification. The Rekords and Commodores formed a range that embraced 31 different versions, and no fewer than nine distinct body styles if you factor in the two- and four-door saloons, the 'CarAVan' estate and not forgetting the panel van. Commodores were always straight-sixes while four-cylinder Rekords spanned 1.5-, 1.7- and 1.9-litre engines

– as well as the option of a 2.2-litre 'six' – all with Opel's rugged cam-in-head architecture.

The Rekord and Commodore coupés you see here reflected the West German love affair with two-doors in the 1960s and '70s – remember the weird Granadas they sold in Germany? – and it is the fastbacks that most people seem to recall, if they recognise these Opels at all.

So that's what we have assembled here, thanks to Opel's museum curator Uwe Martin. The bonus car is a Rekord cabriolet that you will perhaps be less familiar with – a low-volume oddity based on the two-door saloon bodysell and built by coachbuilder Karl Deutsch on behalf of Opel. But more on that later.







Sprint handles tidily on well-located live rear axle; twin-carb cam-in-head 'four' feels livelier than 'six'; matt-black panel plus extra gauges on Sprint

Once everyday fodder, these cars are now rare and collectable in Germany. Jens Cooper of the Opel Museum discovered this all-original Rekord Sprint Coupé in the South of France, where the drier climate had allowed it to survive. He says that most of the Rekord and Commodore coupés in their home country were lost to rust in the 1980s, but luckily Opel was able to acquire the featured gold-beige Commodore 6 in similarly near-perfect condition 15 years ago, with only 12,000 kilometres on the clock.

Both the Sprint and the Commodore 6 cut handsome pillarless profiles, with sweeping fast-backs that flow nicely into the rear wings. They share identical sheet metal all round on a fully

stress-engineered, load-bearing structure, and ride on a longer wheelbase than the previous Rekord B. They look slightly effete on their little 14in wheels, but Erhard Schnell's Euro-pony car shape has aged well overall. Spotlamps, matt-black stripes (and rear panel) plus five-bolt 'sports' steels visually distinguish the four-cylinder, 106bhp Sprint from the 2.5-litre 115bhp Commodore 'six' with its vinyl roof and hubcaps.

Beyond the long frameless doors, they seat four easily – five at a pinch – so they were clearly more of an American concept of what a coupé should be, complete with massive 13cu ft-plus luggage capacity. The engine bays offer a workmanlike presentation with an agricultural painted



## OPEL REKORD 1700/SPRINT

**Sold/number built** 1966-'71/1,280,000 (all types of Rekord)

**Construction** steel monocoque

**Engine** all-iron, cam-in-head 1698cc/1897cc 'four', single/twin Solex carbs

**Max power** 81bhp @ 5200rpm/106bhp @ 5600rpm

**Max torque** 93lb ft @ 1900rpm/115lb ft @ 3500rpm

**Transmission** four-speed manual or three-speed automatic, driving rear wheels

**Suspension:** front independent by double wishbones, anti-roll bar rear live axle, twin radius arms, transverse link (Sprint a-r bar); coil springs, telescopic dampers f/r

**Steering** recirculating ball

**Brakes** discs front, drums rear, with servo

**Length** 14ft 1in (4293mm)

**Width** 5ft 9in (1753mm)

**Height** 4ft 8½in (1435mm)

**Weight** 2360/2502lb (1070/1135kg)

**0-60mph** 17/10.9 secs

**Max speed** 90/106mph **Mpg** 28/23

**Price new** £1564 **Price now** £10-12,000 (Sprint)/£18,000 (cabriolet)

## COMMODORE 6 COUPÉ

(where different)

**Sold/number built** 1967-'71/156,330 (all Commodores)

**Engine** 2490cc 'six'

**Max power** 115bhp @ 5200rpm

**Max torque** 128lb ft @ 3600rpm

**Weight** 2579lb (1170kg)

**0-60mph** 11.4 secs

**Top speed** 104mph (auto) **Mpg** 20

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Super-rare cabrio, built by Karl Deutsch, was based on an L, hence the basic but well-made trim; engine revs well but lacks power; Blaupunkt Bluespot radio

finish rather than a sense of engineering pride. The Commodore 6's deep cast-iron straight-six is non-crossflow with a miserable-looking inlet manifold for the single Solex carburettor. The Sprint's twin Solexes look slightly more promising although they are, as Cooper points out, not particularly easy to set up properly.

The Commodore's interior is about middle-of-the-road comfort. There's lots of crash padding, a half faux-wood dashboard behind the deeply dished wheel and a basic medium/long wave Blaupunkt Bluespot radio for tuning into James Last and Klaus Wunderlich on those long *autobahn* trips, but a clock rather than a tacho. The Sprint does have a rev counter, as befits its

performance is smooth rather than exciting. That said, there is a useful surge of acceleration in kickdown between 40 and 80mph – accompanied by a determined, raspy sound from the high-camshaft, short-pushrod top end.

By 105mph, it feels as if it is pretty much all over. Anyway, if you wanted a really quick Commodore you bought a twin-carb 130bhp GS or an injected 150bhp GS/E. Surprisingly, the Opel collection doesn't have an example of either of those, which probably indicates how scarce they have become – even in Germany. In the UK, where they were heavily pushed as a racy continental alternative to a Triumph 2.5PI or a 3-litre Capri, they must be all but extinct.

This 1970 single-carburettor model in subtle Sierra Beige metallic is a swish and dignified town carriage – albeit a slightly thrashy motorway car – but one that handles better out in the country than the initially heavy steering leads you to expect. With its properly located coil-sprung live rear axle and anti-roll bars at both ends, progress is surprisingly tidy. You can happily drive it near its limits without ever feeling that it will bite and, somehow, that live axle rarely betrays itself even on bumpy surfaces. It is certainly a cut above the Ford Cortina, if not quite in the Peugeot 504 class.

The Sprint is much lighter to manoeuvre and has less understeer than the Commodore, thanks

## 'THERE'S A BASIC RADIO, IDEAL FOR TUNING INTO JAMES LAST ON THOSE LONG AUTOBAHN TRIPS'

sportier pretensions, plus amps and oil-pressure gauges and a wood-rim steering wheel. Both have generously dimensioned front seats – half-cloth, half-vinyl in the Commodore – dainty pedals and a solid, pleasing sort of finish that's a subtle blend of German and American tastes. The fat, sweeping C-pillar provides a predictable blind spot but still looks dramatic 50 years on.

The six-cylinder car has a leather-rimmed steering wheel through which you can sense the heft of the engine as you turn in. It would definitely be a better drive with power assistance – which was an option – to mask the understeer. The original owner of this example opted for the three-speed automatic gearbox, so the 2.5-litre's







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Understated Opels gave American ideas a European twist; spot a Commodore from vertical grille bars; extra lamps, matt-black panel and sculpted steels on Sprint; Commodore has posher hubcaps than the L



to its shorter, lighter engine. Grabbing the long, robust-looking centre lever, you urge it forward through four usefully spaced but long-throw gears. If you care to use an uncouth 6000rpm (500 over the power peak), it will do a handsome 85mph in third and feels like a faster, more aggressive car, getting there with quite a lot of throaty boy-racer intake roar from its twin carbs.

In fact, the figures show that the Sprint's straight-line urge is about on par with a manual Commodore. It is the sort of a car that encourages you to don your nylon rally jacket and do a lot of superfluous throttle blipping between gears. There is no romance about this 1900H engine, though it just feels unburstably lusty.

## 'THEY WERE A PERFECT EXERCISE IN GENERIC GOOD TASTE, AT HOME IN ANY SITUATION'

In some ways, the Rekord soft-top is the nicer place to be on a hot, sticky day. It is based on a two-door 1700L saloon and is one of only 50 built by Karl Deutsch of Cologne on the Rekord C/Commodore A platform. The Opel Museum also has one of the firm's earlier cabriolet efforts on the Rekord A in its collection.

At DM4000 on top of the DM8000 base price of the Rekord C saloon, they were rare but undeniably pretty – with the roof chopped 2in above the 'screen rubber and a hood that stows flat behind the back seat. That robs some shoulder room from the rear passengers and leaves the impression of a long slender rear deck not unlike a Corvair convertible. But it is a genuine four-

seater drophead, an increasingly rarefied type of car in the world of family motoring in the 1960s. Deutsch built the last of its ragtop Opels in '71 and then promptly stopped trading. This 1967 example has a cheerful demeanour that gives an insight into the flavour of lesser Rekords. It is smooth and flexible, with a prosaic exhaust note and the sort of performance that gives bystanders plenty of opportunity to admire the shape.

The Rekords and Commodores were among the first products of Opel's Design Centre, a styling facility modelled on the GM set-up in Detroit and headed by American Clare MacKichan. They are not great cars but are certainly very good ones that did all that was asked of them and

looked good doing it. These Opels represented a perfect exercise in generic international good taste that was at home in any situation, be it as a taxi, executive express or competition car. The famous 180bhp 'Black Widow' campaigned by Erich Bitter (and a youthful Niki Lauda) was based on a two-door Rekord C saloon.

Built under different marque names in South Africa (Ranger) and South America (Chevrolet Comodoro), they were familiar vehicles around the globe and probably did more than any other single design to change Opel's previously dour image for the better in the '60s.

**Thanks to** Uwe Martin and Jens Cooper of Opel





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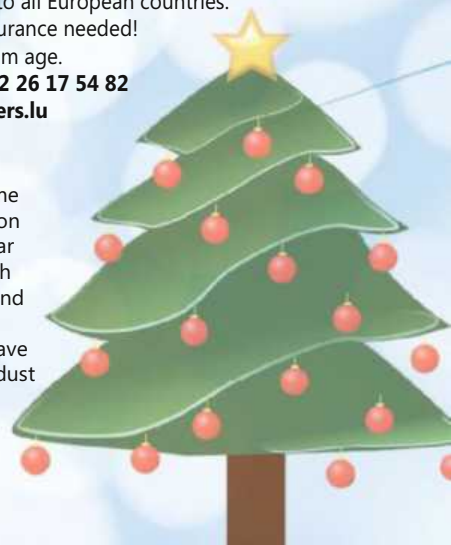
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## Bentley Sedan

**Run by** Simon Taylor  
**Total mileage** unknown  
**Owned since** October 1996  
**Miles since January 2013 report** 1476  
**Latest costs** £377.42

## CLASS WINNER IN THE BABY SHOW

I've never thought of myself as much of a concours chap. I enjoy driving cars more than polishing them. But, like a proud mum at a baby contest, I've always believed (with unforgivable and totally subjective bias) that my Gurney Nutting Rothschild Sedan, one of only two built, is absolutely the most beautiful Derby Bentley in the world, ever. And I did take it onto the hallowed lawns of Pebble Beach six years ago, and came home with a weighty trophy.

So when Salon Privé creator Andrew Bagley invited me to bring it to his big do at Blenheim, I said yes at once – even though I was sure that the internationally high standard at this prestigious event, and the preponderance of well-known concours high-rollers, meant I

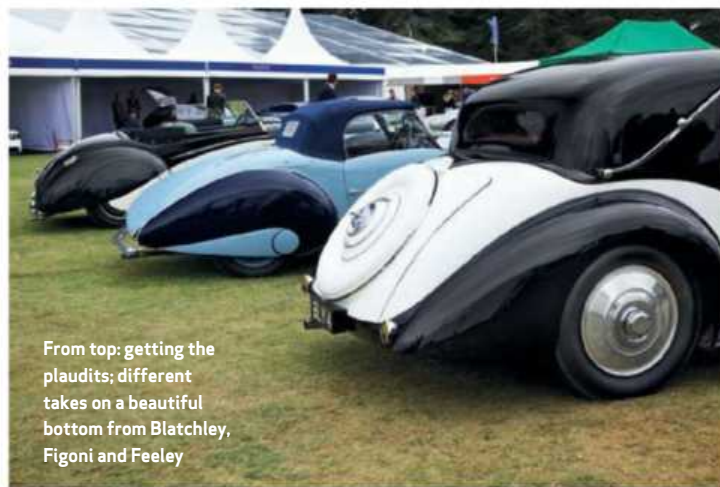
could never be more than an also-ran. But just to be there, and drool at close quarters over some of the world's most beautiful and exciting cars, meant that it was bound to be a weekend to remember.

This was Salon Privé's 10th year, and its first against the magnificently over-the-top backdrop of Blenheim Palace. To an equally high standard was the concurrent Prestige & Performance event for modern supercars. Gathered around the concours field various specialists were purveying plenty of top-gear kit, too, from open-chequebook rebuilds to chi-chi motoring clothing.

We were in the Pre-War Luxury & Touring class. I'd just got the patient and ever-friendly Vince Brown at Frank Dale & Stepons to give the Bentley a mid-year oil-change and check, so with no further prep I got it out of the garage, gave it a quick dust-down, and set off via the M40 for the A44 to Woodstock. The rain the previous day had been torrential, but fortunately it was dry.

After grumbling my way through a bad jam in the roadworks around Oxford – with the Bentley's water temperature remaining obediently steady – I drove into the Duke of Marlborough's gaff and onto the field to see the other cars in my class already in position, ready for judging the following day.

Of course, seriously cherished concours jewels are rarely sullied by road use and are transported from



From top: getting the plaudits; different takes on a beautiful bottom from Blatchley, Figoni and Feeley

air-conditioned garage to event in closed trucks, ministered to by meticulous minions. But Salon Privé has taken a leaf out of Pebble Beach's book and now runs a Tour earlier in the week, starting at the RAC Country Club near Epsom and edging into the Cotswolds. I'd have enjoyed this but was tied up that day, though a select handful of the concours entrants did take part.

Two of the most stunning cars in my class had come from Peter Mullin's glorious collection in California, which concentrates on French cars and coachbuilders of the 1920s and 1930s. His 1934 Voisin C27 roadster wears slinky coachwork by Joseph Figoni in its original yellow and black, with ostrich skin upholstery, and it was lined up alongside his wondrous Figoni et Falaschi Delahaye 135M,

*The Star of India*. This, down to its spatted front wheels and the art-deco sweeps of its twin-blue paintwork, is the epitome of flamboyant 1930s French coachwork, and has been a top concours winner on both sides of the Atlantic.

Closer to British tastes, perhaps, was the more restrained but equally elegant Lagonda Rapide V12 entered by Lord Bamford, in darkest green and cream. This lovely car was having its first outing since the completion of a perfectionist nut-and-bolt restoration by Steve Clark of Clark & Carter. Only about a dozen V12 Rapides were built, and that mighty engine with its gear- and chain-driven camshafts represented WO Bentley's answer to Rolls-Royce's Phantom III.

We were told to get our cars in place by Wednesday evening ahead





When they got to me they were courteous but serious, with probing and very well-informed questions. M. Philippsen seemed to appreciate some of my car's details: the complete toolkit and the fitted luggage, and the correct period licence disc that I like to display now that we no longer need to show a current one. But soon they had moved on, and I was sure that the top three in the class were going to be, in no particular order, the Lagonda, the Voisin and the Delahaye – and richly deserved, too.

Then I closed up the Bentley's roof because I felt a few spots of rain, and spent the next three hours enjoyably wandering around the rest of the concours cars. Special favourites were Paul Knapfield's Saoutchik Talbot Lago T26 and David Beck's delectable (and class-winning) Ferrari Lusso. I stood mesmerised for long minutes in

**'When the judges got to me, they were courteous but serious, with probing, well-informed questions'**

Delahaye. As we neared the front of the line I heard over the loudspeakers the head of the judging panel, Derek Bell, announcing that the Lagonda was third... the Delahaye was second... and then, dumbfounded, I was rolling forward to the judges' table, Andrew Bagley was presenting me with a trophy, Derek was handing over a magnum of Pommery, a posse of photographers were snapping and flashing away, and Lord Bamford and Richard Adatto, who was representing Peter Mullin, were congratulating me. It was heart-warming to realise that some other people, and international experts at that, seem to agree with me that my Sedanca actually is quite special.

I went home to London in the family Qashqai, leaving the Bentley sitting on the (security-patrolled) concours field, because the next day I was busy down at Beaulieu, chairing the forum on classic car values that Hagerty Insurance organises each year over the Autojumble weekend. Back at Blenheim on Saturday we all got the chance to join in a massive parade, including the best of the modern supercars, wending its slow way around the grounds and past the immense façade of the Palace. The McLaren P1 in front of me needed to do three-point turns round some of the tighter pathways of the park.

Then suddenly it was all over, and the Bentley and I were on the M40 and trundling home. As I cruised along in the middle lane at a restful 70mph – thanks to our overdrive, that's only 2700rpm – I mouthed a heartfelt thank you to the specialists who worked their patient magic during those long months and years of the rebuild, much of which is now 10 years old: Miles Renton-Skinner for the body and ash frame, Sean Watson for the perfect paint, Mike Thomas for the flawless interior and that lovely fitted luggage, and Paul Brown for the engine and running gear. I still couldn't believe that my baby had been voted bonnier than the other babies at the baby show.

A couple of weeks later the Bentley was on the road again, this time bidden to a country village wedding in Gloucestershire. Pearl and I drove down in our glad rags, we strung white ribbon from radiator mascot to windscreen, and I took bride and father to the church and then bride and groom to the reception at Thornbury Castle – so that's two stately homes in the same month. It was a lovely occasion, but it'll take me a while to clean the confetti out of the nooks and crannies. I bet that's not a problem that bothers the meticulous minions.

From top: beautiful Beck 250 Lusso; Bentley's tax disc and boot; Sedanca's rivals, Figoni Delahaye and V12 Lagonda Rapide



of judging on Thursday, which allowed us time to wander around the ornate gardens and parklands of Blenheim. Then, in an unforgettable part of the Salon Privé package, all concours entrants were invited to a formal dinner in one of the staterooms of the palace. First, to get in the mood, we took champagne in the Long Library. Almost 200 feet in length and 32 feet high, this immense room contains some 20,000 books, with a gallery to allow access to the higher shelves. At one end there is a four-manual church organ, at which a stealthy figure provided the fitting aural

accompaniment of Bach's *Toccata & Fugue in D minor*.

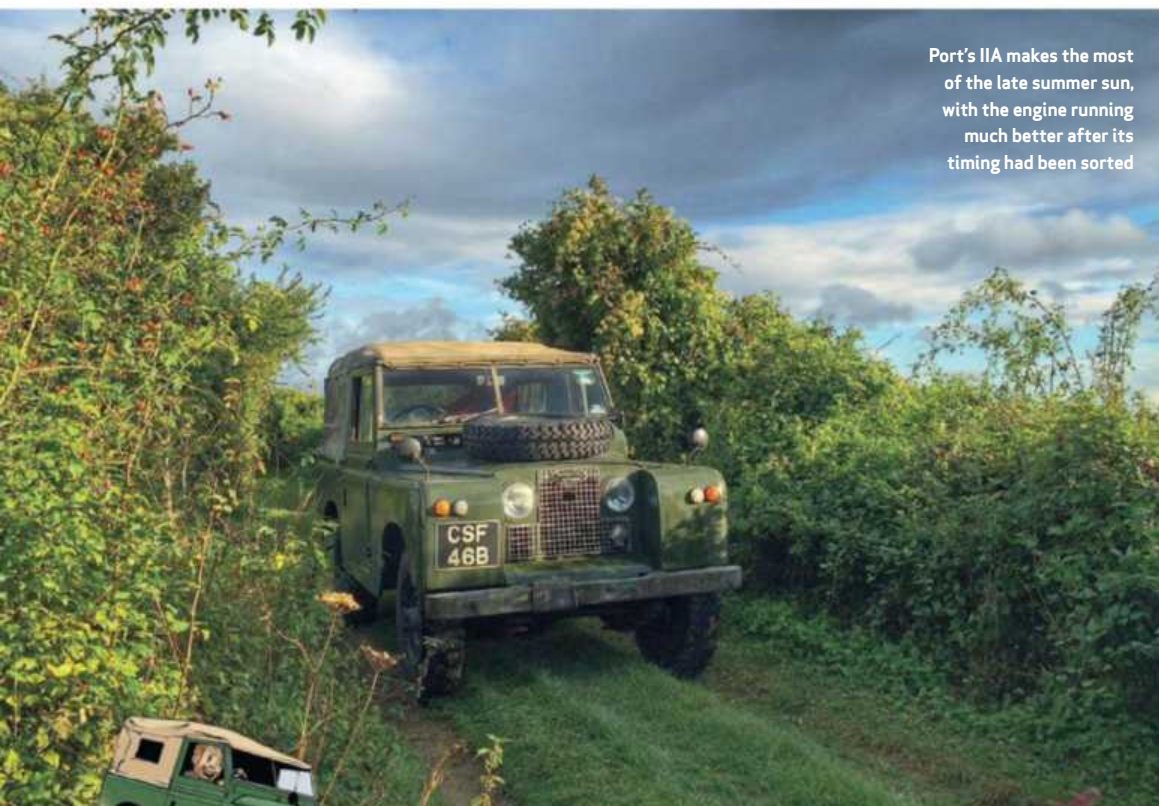
Having sat unprotected on the concours field all night, the Bentley was very wet from overnight rain on judging day, but 10 minutes with a chamois dealt with that, while the meticulous minions got on with attending to the others. In due course the judges for our class appeared: French connoisseur and consultant Christian Philippsen and FIVA president Patrick Rollet. They went carefully from car to car, spending a long time on both the Delahaye and the Voisin, and then they pored over the Lagonda.

front of the surreal Ferrari Daytona shooting brake, a wonderfully dotty car that I had seen in pictures back in the day, but never in the metal. You can see more of it on page 132.

Back at my car mid-afternoon, I was astonished to see a rosette had been put on the Bentley's windscreen, which meant that I had been placed in the class. Rosettes were also on the Delahaye and the Lagonda. So it seemed that I must have been awarded third place!

Then the rosette-wearing cars were called forward, and I was directed into the slowly moving queue behind the Lagonda and the





Port's IIA makes the most of the late summer sun, with the engine running much better after its timing had been sorted



## Land-Rover Series IIA

**Run by** Martin Port  
**Owned since** May 2013  
**Total mileage** 41,075  
**Miles since November report** 1630  
**Latest costs** £91

## DIZZY HAS TWO HEADS SPINNING

No sooner had the November issue gone to press than the minor stutter on pulling away decided to reappear – after it seemed to have gone with a new rotor arm and cap. I also noticed that the acceleration was a tad sluggish, and that the engine was not as smooth as it should be.

I initially tried tweaking the carburettor, but you can only adjust the idle mixture and speed settings because the Landie has a Weber. Anything more than that requires you to fit a different jet. There was no real change, so I wondered if the timing had slipped a little.

I had a few days off and had left my timing light in the C&SC workshop, so I nipped over to see Phil Cottrell at nearby Classic Jaguar Replicas to borrow his strobe.

With the light on the pulley, we noticed that the timing was defi-



Phil Cottrell dismantles the distributor



Bob weights had been scoring dizzy case



Accuspark 25D solved the timing issues



Solex PA10 carburettor will replace Weber

I was immediately on the phone to order a replacement from Accuspark and a new 25D – at just under £60 with its electronics already installed – seemed like the best option, particularly with the Goodwood Revival looming that week.

Fitting it was straightforward and I located it so that the timing was roughly as it had been, before returning to Phil's and checking it with a strobe. The problem is, of course, that timing an old Landie should be done statically using the marks seen through the flywheel housing inspection plate and with a bulb across the points. But that's a lot more complex if it has electronic ignition. With that in mind, I set the timing using the strobe to 6° before TDC and then fettled it by ear. It is now quite advanced, but there is no pinking under load and the engine idled sweetly enough to balance a pound coin on the rocker cover!

Typically, when tightening the dizzy clamp, everything suddenly went loose as the stretched bolt sheared in the middle, but a bit of scrabbling around in toolboxes and two minutes with a hacksaw resulted in a suitable replacement.

Timing it empirically has also virtually eliminated the popping on a trailing throttle that had always plagued this IIA. I'd previously thought that it was a by-product of the lean running that is often a default setting for a Weber conversion. In a bid to tackle this, I'd been on the look-out for a Solex PA10 as originally fitted and tracked one down via the Series 2 Club forum. It was presentable after a quick clean up, but I intend to have it professionally rebuilt before fitting it. That will hopefully result in more

nately out. For good measure, Phil popped the distributor cap off only to find it full of more of the nasty metallic 'dust' that I'd cleared out the previous month.

His first assumption was the same as mine had been – that the rotor arm had been grinding away at the cap contacts. A closer inspection showed that the wear wasn't out of the ordinary and, anyway, I had replaced both the cap and the rotor arm with a matched pair from Dunsfold Land Rover. So I was fairly certain that they were both

correct. One twist of the rotor arm, however, resulted in a sharp intake of breath as the shaft ground its way around with a jerky motion.

The cause became obvious once we'd taken out the distributor and removed the electronic ignition parts plus the baseplate. The springs weren't tensioning the bob weights, so they had been flung out by centrifugal force into the inside of the distributor casing – eating away at the metal as they tried to spin. Well, at least we knew where the filings were coming from.

power and improved running.

The drive down to the Revival was a breeze thanks to an early start and the IIA certainly wasn't alone. There were plenty in the Car Show and even more on track as 48 Series Land-Rovers took part in the official celebrations of the Solihull marque.

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Lining up among the Jaguars at Goodwood





On a higher plane: 3-litre has perked up compared to how it left Buckley's barn (below right) since suspension was revived



Block will be repainted the correct green



Nicely spruced up with new front bumper

'I could pretend to be Len Murray, sitting in the back on the way to Number 10, with Mia as my chauffeuse'



## Austin 3-litre

Run by Martin Buckley  
Owned since October 2014  
Total mileage 47,549  
Miles since March report none  
Latest costs £86

## REJUVENATION OF JEKYLL IN HYDE

The Austin has now gone up to Manchester for its engine to be rebuilt and the car to be MoT tested and put back on the road. Gareth Davies at Chartist Garage in Hyde collected it in mid-September using my mother's faithful Subaru Outback estate, which she has owned from new in 1997 and now insists is a classic.

I was the one who recommended that she bought it, so I do get it right sometimes. I have often wished that my various Gammas had its reliable 2.5-litre flat-four, which hasn't so much as coughed in almost 20 years. But I digress...

Although the Austin's straight-six looked pretty good internally, Gareth decided to take it to bits and replace the main bearings. He has even ordered the correct BMC green paint for the block. We have decided against going down the 2in SU carbs route for now, but Gareth doesn't see a problem with the new

manifold or sorting the brakes. Even the Hydrolastic system has revived itself at the front after being pumped up, and he is confident that the self-levelling will come back to life once the pump is running again.

There is some rust behind the battery tray that needs sorting before the engine goes back in, and I intend to find a nearside sill, which I presume (probably naïvely) can be adapted from a Landcrab item.

Chartist Garage looks after a lot of 1960s and '70s cars, which are simple compared to the moderns that drive Gareth spare on a daily basis with their constant electrical problems. Increasingly, they have to be scrapped for want of a small but expensive part that massively outweighs the value of the car. Davies served his apprenticeship in '65 with Hollindrake's (the Colwyn Bay Jaguar agent), so he goes back to the days of the Mk2 and E-type, and is keen to do more older stuff.

One of his many claims to fame is that he worked for Gerald Ronson when the Heron Group took over Hollindrake's; another is that he looked after a Series III XJ6 for Tony Booth, the 'scouse git' of *Till Death Us Do Part* fame. He has recently finished the restoration of a Rolls-Royce Silver Cloud II and an SIII Land-Rover. He is in the midst of doing a Series I and can't wait to get started on rebuilding his V12 manual XJ-S, but not before he's finished my Austin. Apparently, it gets a huge amount of attention in the workshop from the 'my dad had one of those' element. Although, in reality, what dad probably had was an 1800 or 2200 Landcrab.

Back at home, meanwhile, I am



Davies recently rebuilt this SIII Landie...



...and served his apprenticeship on Jags

struggling to sell the idea of the Austin to my nearest and dearest Mia, but I suspect that she might warm to it if they'd made a convertible version. I have half-jokingly threatened her with selling the Mondeo runabout and replacing it with the 3-litre. As Barry Norman used to say: "And why not?" She might even get to like the Austin, with its huge internal dimensions, automatic 'box and power steering. Maybe I could get her a chauffeuse's uniform and sit in the back pretending to be Len Murray on the way to

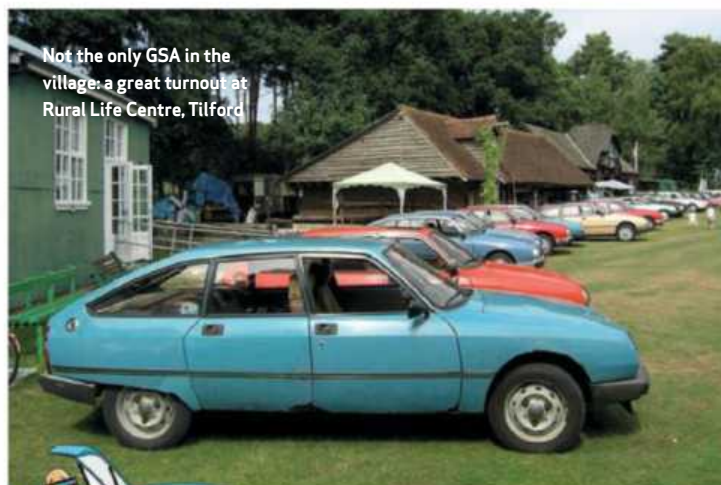
Number 10 for a beer and sandwiches session with Harold Wilson.

By the way, could someone corroborate my often-repeated story about David Owen rejecting an Austin from the ministry fleet because he wanted a Rover P5B? It has the right feel about it, although I can't remember where I heard it. I would hate it to pass into 3-litre lore when there is no evidence!

### THANKS TO

● Chartist Garage: 0161 367 8705





Not the only GSA in the village: a great turnout at Rural Life Centre, Tilford



## Citroën GSA Spécial

**Run by** David Evans  
**Owned since** March 2007  
**Total mileage** 91,278  
**Miles since July report** 2378  
**Latest costs** £124.80

## FOOT TO FLOOR, BUT NO THROTTLE

The GSA has racked up a decent mileage lately, although not before enjoying a few trips on transporters during a spat of unreliability...

After frying its electrics on a journey to Cheshire, part two of what they call a relay recovery was on a Relay, in fact – the Citroën of Des from Motormobile. YLC then hitched another lift, off to be fixed by Rob Moss at Chevronics in Hitchin with Friendly Recovery Services, also via my RH Insurance.

The over-enthusiastic alternator was only about 18 months old, if that, so Rob kindly replaced it gratis and fitted a new battery. I've checked the voltage since and it seems to be back to normal.

Then, one Saturday, I decided to take flowers to Ratley and was doing fine until I turned off the M40 at Banbury when the accelerator went to the floor. I looked in the engine bay – guessing that it was the cable or the plastic linkage to the Weber – but the pedal had broken where it pivots. That meant there was no chance of bodging it with cable ties. Cue the recovery service (again), this time direct to Hitchin. There wasn't anyone there, of course, but no one was going to make off with the Citroën in that state.

Rob had the car repaired in time



Pedal to the metal, which snapped at pivot



Citroën gets a piggyback ride on a Citroën

for the GS/GSA Rally that weekend (*Your events*, October), where there was an excellent turnout of 20 flat-fours including two Ami Supers. Mine was the scruffiest, but it will get tidied up eventually.

I'd noticed a hesitation *en route*, while accelerating at 4000rpm or so (the novelty of the rev counter has yet to wear off) that I thought was the carburettor. I'd fitted new plugs the day before, but that made no difference. I booked the Citroën back into Chevronics, and at least it got there under its own power – albeit with a worsening misfire.

The fault was nothing more than a worn rotor arm and distributor cap, which I should have checked when I swapped the plugs because the easiest one to get at is right by the dizzy. The GSA was returned to sparkling health, as demonstrated on a brisk traffic-free run around the M25 to help with deputy editor Thorne's Alpine shoot (see p124).

### THANKS TO

- The Chevronic Centre: 01462 455280; www.chevronic.co.uk
- RH: 01277 206911; www.rhclassicinsurance.co.uk



## MGB GT

**Run by** Greg MacLeman  
**Owned since** July 2013  
**Total mileage** 59,588  
**Miles since August report** 1571  
**Latest costs** £41.99

## FRESH EXHAUST BARKS INTO LIFE

Autumn is slowly turning to winter and, while the snow still feels a long way off, the rain certainly isn't. Sadly, the MG is taking the strain thanks to a cover that resolutely refuses to keep the car dry. Apparently, it's designed so that the water can evaporate once the sun comes out, though I find myself expecting more from a £200-plus bit of kit.

In lieu of suddenly being able to afford a garage, this little Dutch boy stuck his finger in the dyke by tackling the corrosion that had appeared on the boot floor. It was caused in part by the colander-like cover, plus two strange holes in the panel behind the registration plate. I took advantage of a sunny weekend to let the car dry out and sanded the worst rust as best I could, giving the



Boot floor Hammerite is a perfect match



Spot new Zircotec-coated Peco exhaust



Manifold lined up (with some persuasion)



With Robin Rowe's BGT on a shopping trip

area a healthy coat of Hammerite. I needn't have been worried about the finish: by some twist of fate, it's almost the same shade as the exterior, which was resprayed about 10 years ago from its original Tundra.

Work on the cosmetic tidying eased long enough to address the exhaust, which had seen better days. I first noticed whiffs of smoke through the battery hatch while jump-starting the BGT, and I knew that the centre section was one sleeping policeman away from coming loose. So I did what any self-respecting petrolhead would do and ordered the biggest, loudest replacement that I could find – a big-bore Peco system from Leacy Classics, with full tubular manifold.

It's made of mild steel and, after reading other owners' tales of the red paint causing plumes of acrid smoke on test runs, I had the system treated before fitting it. I'd heard of Zircotec via friends, and decided that its ceramic coating would be ideal (*Specialist*, July '09). It should protect the metal from corrosion and reduce the temperature in the engine-bay. Plus, it looks fantastic.

Fitting the exhaust proved tricky, but I got there in the end thanks to a lot of help from Port. A snapped manifold stud slowed progress, but the real trouble was aligning the holes with the studs: there was a 2cm discrepancy that demanded liberal use of a big hammer and a breaker bar. Incredibly, none of the coating came off during surgery.

A few weeks later I had to rescue my other half from an event at a central London hotel, so I took the chance for a midnight run to Buckingham Palace and a game of cat and mouse with a journalist mate's new (borrowed) Civic Type R. The Honda may have had the pace on our drive, but its whisper-quiet turbo 'four' couldn't hold a candle to the roar from the MG's new pipe.

My neighbours might disagree...

### THANKS TO

- Leacy Classics: 0121 356 3003; www.leacyclassics.com
- Zircotec: 01235 546050; www.zircotec.com





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Railway, Long Mynd, Lake Vyrnwy.

#### May 21-29<sup>th</sup> JEC Tour of Ireland

Jaguars Only. Dublin, 4 nights in Killamey, Ring of Kerry, South  
Coast, Wicklow Mountains, Guinness Factory, National Stud.

#### July 3-10<sup>th</sup> Mountains and Glens of Ireland

Start in English Lakes, S.W. Scotland, Glens of Antrim, Titanic  
Experience, Mountains of Mourne, Gordon Bennett Circuit and  
Wicklow Mountains.

#### August 1-7<sup>th</sup> High Roads Tour

Start Peterborough, Rutland Water, Peak District, Yorkshire  
Dales, Lake District, Northumberland and Hadrian's Wall

#### September 12-18<sup>th</sup> Scottish Tour

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## Jowett Long Four

**Name** Daniel Bangham  
**Age** 57 **Occupation** Clarinet maker  
**From** Cambridge  
**First classic** 1929 Jowett Long Four saloon  
**Dream classic** 1926 Jowett Long Four open tourer  
**Daily driver** Saab 9-5 estate  
**Best trip** This one

## BRADFORD TWIN RELIVES THE PAST

This story begins with a car that my grandparents owned in the 1920s and which had taken them on several trips to Egypt. It transpired that the vehicle was a Jowett and, within weeks of the club confirming that, I'd become the proud owner of a Long Four. A plan to follow their tracks as far as Marseille was formed.

My cohorts in the club were not fazed that I was trusting an 86-year-old, 900cc twin-cylinder car to get me there. Indeed, my friend and fellow Jowett owner Tony decided to join me for some of the way in his 89-year-old tourer.

In May, after 12 months fettling the Long Four, I was on my way. Leaving Dieppe in the cool mist of a spring morning, the knot of anxiety from driving through London was replaced by butterflies of excitement at the open roads of France. Using a compass and sticking to local roads, I drove for miles with very little traffic, giving me time to listen to every rattle and creak lest any of them belied a sinister tale. I had no time for the radio or to worry about work, enjoying instead the rhythmic purr of the engine.

Unfortunately, the elation turned to paranoia about the clutch, which was snatching in a way I had not experienced before. By good fortune, I had the company of my friends Tony, Peter and John for the first leg of the trip and they gave me the confidence to drop the gearbox at our first B&B. I've since learnt that my grandmother Edith's car also had clutch problems and that Grandad had to keep slipping pieces of his belt leather into it.

Once that trauma was out of the way, the full impact of the wonderful journey began to unfold. I had punctuated the route with a few



Clockwise: the perfect way to explore France; idyllic lunch stop; impressive scenery in Massif Central; stripped distributor gears being repaired near Paris



Brief pause in Saint-Sauveur-en-Puisaye



A long way from its Yorkshire birthplace



Topping up the rad en route to Marseille



Journey's end, with clarinet reed-makers

'The knot of anxiety from driving through London was replaced by butterflies of excitement in France'

strategic halts and events. The goal was to visit the Cane Festival in Hyères, which is the centre of clarinet reed-making (from which I earn my living). I was also delighted to find that, by deviating from my grandparents' route, I could include Guédelon castle, the wonderful 1950s-themed les Tendres Années B&B, and the Coutellia knife-making competition in Thiers.

What I hadn't appreciated was just how much I was asking of my car. The Massif Central really is massive and, whichever way you go, you have to commit to mile after mile of uphill grind in first gear. There's something quite taxing about driving at 10mph for 15 miles with half a dozen articulated lorries on your tail. The idea that they might be impatient is self-induced,

though – I never encountered any frustration from other road users.

In Nîmes, I was joined by my wife and we soon got our first glimpse of the Mediterranean. What a thrill that was, so bright and blue. It felt like a real achievement.

A few days later we loaded up again and headed back north at our cruising speed of 32mph. The feeling of excitement still burned with the prospect of meeting interesting people and sampling more wonderful food and wine.

The last major challenge happened when the distributor gears stripped near Paris, which

gave me two extra days to savour French hospitality while waiting for spares to arrive. The final sense of achievement, though, was sweeping into our village a month after leaving, still intact and smiling.

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BC210C	15/120	£94.99	£113.99
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CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
CBB212B	13 Dr Cabinet	755x470x810	£199.98	£239.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
CBB213B	3 Dr Cabinet	758x418x975	£199.98	£239.98
CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98

### Clarke NO GAS/GAS MIG WELDERS

FROM ONLY **£169.98** EX VAT  
**£203.98** INC VAT

MODEL AMPS EXC.VAT INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

### Clarke ARC WELDERS

For home user, automotive and industrial applications.

SEE THE FULL RANGE ONLINE & IN-STORE

#Turbo fan cooled

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EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EA200	60-200	£87.99	£105.59
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN	35-180	£139.98	£167.98
235TEN	40-210	£149.98	£179.98

\*was £107.98 inc.VAT

### Clarke ANGLE GRINDERS

FROM ONLY **£22.99** EX VAT  
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NEW

FROM ONLY **£19.98** EX VAT  
**£23.98** INC VAT

FOR 6 TILES

CAG800B

INC. DISC & HANDLE

MODEL	DISC (MM)	MOTOR	EXC.VAT	INC.VAT
CAG800B	115	300W	£22.99	£27.99
CAG1050B	115	1050W	£27.99	£33.99
B&D C0115	115	710W	£24.98	£29.98
CAG2350B	230	2350W	£49.99	£59.99

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FROM ONLY **£149.98** EX VAT  
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INCLUDES SINGLE LOCKABLE DRAWER

Shown fitted with optional 3 drawer unit ONLY **£84.99** EX.VAT **£101.99** INC.VAT

MODEL	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CWB1000B	1000x650x880	£149.98	£179.98
CWB1500B	1500x650x880	£199.98	£239.98
CWB2000B	2000x650x880	£259.98	£311.98

### Clarke PACKAGE DEAL

TOOL CHEST AND TOOLS

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- This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet
- Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

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Quality machines from Britain's leading supplier

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MODEL MIN-MAX AMPS EXC.VAT INC.VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£399.00	£478.80
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\*was £490.80 inc.VAT \*was £539.98 inc.VAT

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HEAVY DUTY



## Clarke JUMP STARTS

Provides essential home, garage and roadside assistance  
Integral work light  
910 includes air compressor  
Long life battery

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	500A	£52.99	£63.99
910	400A	500A	£59.99	£71.99
4000	700A	1500A	£114.99	£137.99
12/24 1000A@12v 2000A@12v			£129.99	£155.99
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- Heavy duty powder coated steel tubing
- Ratchet tight tensioning

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**ZIP CLOSE DOOR**

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CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

**10' RANGE NARROWER WIDTH UP TO 24'**  
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Produce pure sine wave & stable power, essential for computers & sensitive equipment  
• Max output: IG1000, 1000W Max output: IG2200, 2200W • 4 stroke engine • Super quiet running (only 64dBa at 7M 1/4 load) • Low oil shut down  
• Ideal for caravanning, and boating etc.

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**£467.99** INC. VAT

**IG1000**  
**IG2200**

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HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
PRO12C	1.2mm, 1.5mm	£19.99	£23.99
14C/16C	1.4mm, 1.6mm	£24.99	£29.99
PG14	Pro. Gravity	£24.99	£29.99
SP14/16C	1.4mm/1.6mm	£27.99	£33.99
HV1	AP15 2.2mm	£74.99	£90.99

PRO12C was £32.39 INC. VAT

### Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195 FROM ONLY **£179.99** EX VAT  
**£215.99** INC. VAT

GREAT FOR REMOTE LOCATIONS CAN DRAW OWN WATER

Honda & Diesel engine models available

**NEW RANGE**

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.00	£311.99
Tiger3000	200/2900	6.5	£329.00	£395.99
PLS195	186/2696	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

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FROM ONLY **£39.99** EX VAT  
**£47.99** INC. VAT

PARTS WASHER FLUID FROM £4.99 EX VAT  
£5.99 INC. VAT

MODEL	TANK CAP.	TYPE	EXC. VAT	INC. VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CW20	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98

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MODEL	EXC. VAT	INC. VAT
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Fault code reader		
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stainless steel  
#Dual Volt 110V/230V

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil H	10.3	£79.99	£95.99
Little Devil SS1	10.3	£79.99	£95.99
Devil 650	15	£109.99	£131.99
Devil 650 SS	15	£109.99	£131.99
Devil 650	12.4-31	£157.99	£189.99
Devil 650 SS	31	£149.99	£179.99
Devil 1850	25.9-58	£299.99	£359.99
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- High quality tungsten steel
- Supplied in metal storage case (except 16pc)

TYPE	EXC. VAT	INC. VAT
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24pc UNC/UNF/NPT	£19.98	£23.98
28pc Metric	£23.99	£28.79
33pc Metric/UNF/BSP	£31.99	£38.39
32pc Metric	£41.99	£50.39

#28pc Best Budget Buy, 33pc Recommended:

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FROM ONLY **£89.99** EX VAT  
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- Strong steel frame
- 4 strong rubber wheeled castors with easy swivel ball bearings
- Oil resistant padded vinyl seat
- Integral storage tray

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- Variable heat output with thermostat control

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MODEL	OUTPUT	EXC. VAT	INC. VAT
XR60	14.7KW	£179.98	£215.98
XR80	20.5KW	£229.98	£275.98
XR110	29.3KW	£279.98	£335.98
XR160	46.9KW	£369.98	£443.98
XR210	61.5KW	£399.98	£483.98

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Stands come complete with bolt mountings and feet anchor holes

6" & 8" AVAILABLE WITH LIGHT

STAND AVAILABLE FROM ONLY **£39.98** EX VAT  
**£47.98** INC. VAT

FROM ONLY **£29.99** EX VAT  
**£35.99** INC. VAT

CBG6W features 8" whetstone & 6" drystone. # With sanding belt

MODEL	DUTY	WHEEL DIA.	EXC. VAT	INC. VAT
CBG6RP	PRO	150mm	£29.98	£35.98
CBG6RZ	DIY	150mm	£29.98	£35.98
CBG6RSC	HD	150mm	£49.98	£59.98
CBG6RSP	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£65.99
CBG6W wet	HD	150/200mm	£55.99	£67.19

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Drill not included

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Honda engine models available

CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
G2500	2.4	6.5	£189.98	£227.98
G3005	2.8	7	£239.98	£287.98
G3050	3	8	£369.00	£442.80
G4050DES	4.5	11	£479.00	£574.80
G5100ES	5.5	13	£569.00	£682.80

### Clarke STRUT SPRING COMPRESSOR

Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm
- Weight 31.5kg

SSC1000

FROM ONLY **£99.98** EX VAT  
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### Clarke GARAGE MATTING

Premium hard wearing poly vinyl - reduces impact and vibration damage • Simply rolls out onto floor • Chequer plate design

Dim (WxH): 2400x1200mm (8'x4')

Easy clean

FROM ONLY **£24.99** EX VAT  
**£29.99** INC. VAT

WAS £35.99 INC. VAT

CSDPGM-S

### Clarke VAC KING WET & DRY VACUUM CLEANERS

Compact high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY **£47.99** EX VAT  
**£57.99** INC. VAT

SS = Stainless Steel

MODEL	MOTOR CAPACITY	EXC. VAT	INC. VAT
CVAC20P	1250W	£47.99	£57.99
CVAC20SS	1400W	£59.98	£71.98
CVAC25SS	1400W	£64.99	£77.99
CVAC30SS	1400W	£86.99	£104.39

### Clarke POLISHING KITS

Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound

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### Clarke ELECTRIC POWER HOISTS

Includes remote control • 230v motor

CONTROL CABLE MAX LOAD LIFT

MODEL	CABLE	HEIGHT	EXC. VAT	INC. VAT
CH2500B	Single	125	£99.98	£119.98
CH4000B	Double	250	£99.98	£119.98
CH4000B	Single	200	£99.98	£119.98
CH4000B	Double	400	£99.98	£119.98

### Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

PR0155

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### Clarke GARAGE MATTING

Premium hard wearing poly vinyl - reduces impact and vibration damage • Simply rolls out onto floor • Chequer plate design

Dim (WxH): 2400x1200mm (8'x4')

Easy clean

FROM ONLY **£24.99** EX VAT  
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### Clarke VAC KING WET & DRY VACUUM CLEANERS

Compact high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

FROM ONLY **£47.99** EX VAT  
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SS = Stainless Steel

MODEL	MOTOR CAPACITY	EXC. VAT	INC. VAT
CVAC20P	1250W	£47.99	£57.99
CVAC20SS	1400W	£59.98	£71.98
CVAC25SS	1400W	£64.99	£77.99
CVAC30SS	1400W	£86.99	£104.39

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Rotates through 360° Fully tested to proof load

Folds for storage

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CE5500A	227kg	£54.99	£65.99
CE5450	450kg	£59.99	£71.99
CE5750A	340kg	£79.99	£95.99
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CE5680P	680kg	£119.99	£143.99

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CONTROL CABLE MAX LOAD LIFT

MODEL	CABLE	HEIGHT	EXC. VAT	INC. VAT
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CH4000B	Double	250	£99.98	£119.98
CH4000B	Single	200	£99.98	£119.98
CH4000B	Double	400	£99.98	£119.98

### Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Reversible ratchet
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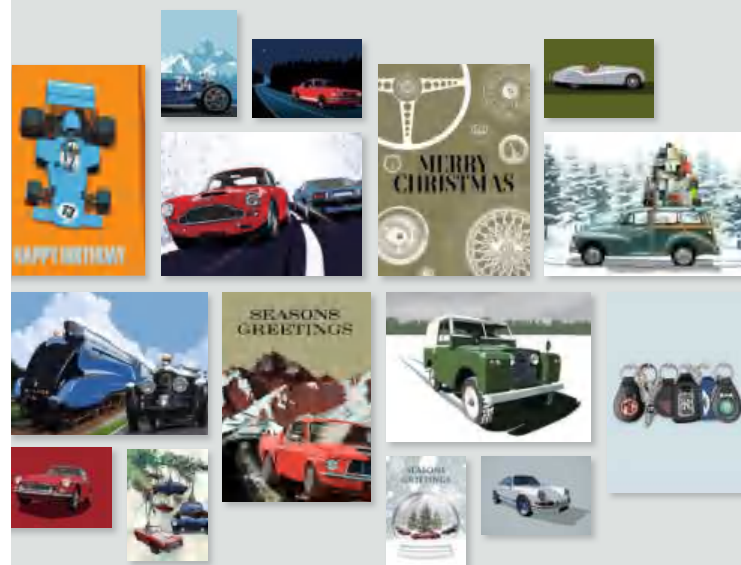
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# THE CAT'S CHORUS

## E-TYPE EXHAUSTS £780

[www.jaguarheritage.com](http://www.jaguarheritage.com); 024 7656 4420

If you go to great lengths to ensure that your classic is as correct as possible, you'll want it to sound and perform in the same way that it did when it left the factory. With that in mind, Jaguar Heritage has introduced three exhausts for Series 1 and Series 2 E-types (apart from 2+2 models). The new pipes are made to the exact specification of the original equipment, using period drawings and tooling methods.

The only difference is that each exhaust is fabricated using aluminised steel instead of the usual mild type, to make it more resistant to corrosion and increase its lifespan.

The full price includes a fitting kit worth £186, so you'll have everything that you need to get started straight away.

Individual components are also available should you only need to replace damaged or worn-out parts of a system.



## MINTEX CLASSIC RACING BRAKE PADS EPOA 01706

363939; [www.questmead.co.uk](http://www.questmead.co.uk)

If you compete with a high-end classic, you may find it hard to source the correct brake pads. Mintex has pledged to solve this problem by producing pads and linings 'for the entire market', including Cobra, GT40 and D-type, plus Astons and Ferraris.

The full range is expected to be introduced in 2016 and will be marketed via Questmead, plus its approved distributors. Some products are already in stock with a choice of materials:

M1144, M1155,  
M1166, F2R, F3R,  
F4R and F6R.

Call to see if  
your car is  
on the list.



## EXTRA-LONG RATCHET DRIVES FROM £21.31

01926 815000; [www.lastertools.co.uk](http://www.lastertools.co.uk)

There are some jobs for which even the most comprehensive set of tools is ill-equipped. They mostly require access to the depths of your engine bay or awkward-to-reach underpinnings.

Laser has introduced a set of tools for just that sort of task, with these three extra-long drives.

They range from the decent-sized 180mm-long ¼in version to a massive 380mm ½in ratchet, with a useful 280mm ⅜in item in between.

Each one is finished in high-quality chrome vanadium for durability, while the slim handles ought to be perfect for reaching the furthest corners of the tightest spaces.

The smooth, 48-tooth mechanisms are fully replaceable should they eventually wear out. They certainly felt well balanced on a quick test with Port's Land-Rover, giving plenty of purchase.



## CAR CARE KIT £63

01462 677766; [www.autoglym.com](http://www.autoglym.com)

If you intend to use your classic over the winter, this set will come in handy. It includes shampoos and the excellent Super Resin Polish, which leaves a glossy finish while making paintwork more resistant to road muck and salt. If you can't stretch to the full kit, four smaller packages are available from £16.49 for a pack comprising Shampoo, Vinyl & Rubber Care and Car Glass Polish. Just the thing for a Christmas gift, perhaps.



## CRANKCASE BREATHER

£20.39 01933 685849;

[www.thepipercrossshop.co.uk](http://www.thepipercrossshop.co.uk)

This stainless-steel device is said to improve efficiency and power, while also protecting your engine by allowing gases and vapours to be vented into the atmosphere. The small filter has a stepped rubber inlet neck with a simple clamp, enabling it to be attached to 13, 16 and 19mm pipework. It's reusable and cleanable, while also improving under-bonnet looks.

## LIFETIME GUARANTEE BATTERY FROM £144.99

[www.halfords.co.uk](http://www.halfords.co.uk)

It's always encouraging to see a major vendor back a product with a lifetime guarantee, but you wouldn't expect it with batteries.

Yet Halfords has done it with its latest Yuasa offering, which should last for c130,000 starts. There's no stipulation on frequency of use so, if you were to fire up your classic 25 times when using the car every weekend, the battery ought to last a century! With prices spanning £134.99 to £179.99, that strikes us as a good return on your investment.

The keys to the new design's longevity are enhanced plate additives and nano-crystal technology.



## EASTWOOD PLASTIC RESURFACER £29.62

01706 658619; [www.frost.co.uk](http://www.frost.co.uk)

Perished and ageing plastics are a major annoyance on a youngtimer such as a Golf GTI or an Astra GTE. Even cherished examples will suffer from exposure to the sun and changing temperatures, with black bumpers slowly turning light grey.

This award-winning product resurfaces trim, permanently repairing chalky and faded plastics and urethanes. It's said to be just as effective inside the car, too, and can be used to refresh vents and centre consoles. But be sure to remove them from the car first!



## PORSCHE 944 BRAKE HOSES £79.20

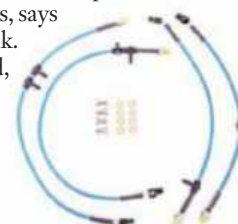
08458 385264;

[www.hosetechnik.com](http://www.hosetechnik.com)

These hoses will greatly improve the pedal feel and efficiency of your 944's brakes when compared to the factory items, says maker Hosetechnik.

The hand-finished, frictionless, braided-steel bodies and custom-machined stainless fittings should also outlast OEM equipment. They conform to FMV, ADR, LTSA, DOT and TÜV legislation, so they are legal in any market.

The firm can also make bespoke items in a day or two, usually from a good photo or drawing.







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Ernest R Shaw and LV=Insurance have launched an exclusive Motor Trade insurance scheme for bodyshops, restoration/ service, repair and car sales services to the classic car sector.

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# Morris Leslie

[morrisleslie.com](http://morrisleslie.com)

VEHICLE AUCTIONS

## Classic Vehicle & Machinery Auction

11.00am Saturday 21st November 2015

Errol Airfield, Perth, PH2 7TB

## ENTRIES NOW INVITED

Following another successful sale in August with fantastic prices achieved and over 200 vehicles sold our November sale already includes these stunning classics:

### 1962 Chevrolet Corvette 5.4



**Guide Price: £35,000 - £40,000**

This is a 1962 example of a first generation Corvette with the 1961 facelift which is most notable by the addition of a "duck tail" with four round tail lights. Being a 1962 example it also benefits from the 327 cu in 5360cc engine. 1962 was also the last year for the wrap around windshield, solid rear axle, and convertible only body style., it is offered with a large folder detailing recent invoices

### 1957 Jaguar XK150 3.4



### 1968 Mercedes 280 SL



### 1994 Rover RV8



### 1959 Austin Healey Sprite



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Modern three-wheeler receives a replacement chassis, while in the background a Roadster undergoes servicing work

# HOME TO ALL THINGS MALVERN

## Melvyn Rutter

**Location** The Morgan Garage, Little Hallingbury, Hertfordshire CM22 7RA

**Specialism** Morgan parts, sales, maintenance and restoration

**Staff** 12 **Hourly rate** £94.80

**Tel** 01279 725725

**Web** www.melvyn-rutter.co.uk

For the past 38 years, Morgan aficionado Melvyn Rutter has provided a complete service for owners, covering everything from three-wheelers right through to the Aero 8 and even newer models.

His current set-up offers in-house wood-working, engineering and trim shops, a paint booth with low-bake oven, a 19-car underground storage facility, plus overnight accommodation in The PitStop B&B, which includes an American-style diner for guests to have breakfast. The building features windows from the original 1905 factory in Malvern that Rutter saved from being scrapped in 2003.

Then there's the instrument

restoration facility, which also caters for vehicles produced by other marques. Rutter even publishes his own magazine, *The Morgan World*, which has been running for 14 years, and you can hire a modern three- or four-wheeler Morgan for the day.

From humble beginnings in 1976 selling parts from his mother's dining room in Wanstead, London, Rutter moved into his current emporium at Little Hallingbury in October 1982 – and he's expanded it over the years via a number of new buildings. An important aspect of the business is worldwide mail-order parts supply. "Our stores inventory is the largest outside the Morgan factory," he says, "and we've had a range of early spares remanufactured."

"Members of staff all have very long service records with a huge amount of Morgan and engineering experience," he continues. "We can rebuild engines, gearboxes, axles, steering, suspension, brakes, electrics, etc – and our bodywork remit includes ash frame repairs, panelwork and painting."

"We've rebuilt cars that have been shipped to the United States

and Canada, and have sold vehicles as far afield as Europe, Australia, New Zealand and Japan. Anywhere there's a Morgan we can supply parts, having sent them to the Far East, North and South America, as well as all over Europe, with more than 10,000 customers on our database. Graham Stewart has been with us since 1985 and looks after the stores."

The site features three car showrooms, which host a variety of Morgan-themed social events. These range from the Cranmog Section of the Morgan Sports Car Club Cheese & Wine Party, to open days and mass gatherings of new three-wheelers – Rutter has sold 36 to date – which are known as Jumbo Delivery Parties.

"There's very little that we can't handle," says Rutter, as proven by the work in progress during our visit. An accident-damaged 2013 three-wheeler was receiving a replacement chassis, a 1974 Plus 8 was there for a ground-up restoration, a Roadster was in for bodywork, while myriad other models were having routine maintenance. **Paul Bussey**



Morgans old and new lined up in showroom



Parts stock is largest outside the factory



Rebuilding gauges in the instrument shop



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Impressive H&H presentation at Duxford, with Colton's Ferraris and Jaguars on the main stage. Right: development Aston V8 – £72,800



Colton's 250GT SWB reached £7,392,000



Rough XJ12C starred in *The New Avengers*



## CHARITY FERRARIS MAKE HISTORY

H&H did the trustees of the Richard Colton estate and the Royal National Lifeboat Institute proud with the sale of the late collector's prized set of Ferraris and Jaguars at IWM Duxford on 14 October. The stylish setting in a museum hall and the dramatic preview films were a step up for the Cheshire company, but buyers had to wait for five hours for the star lots in the 146-car sale.

Predictably, the top price went to Colton's well-used 250GT SWB at £7,392,000; it was bought by

James Cottingham of DK Engineering, who knew the Ferrari well after previous work. The car's modifications and condition mean a lengthy restoration, and close to a £500k investment, before chassis 1995GT would be ready for Ferrari Classiche approval. "The price was right on our budget limit," said a relieved Cottingham.

Although it also needed cosmetic work, the 275GTB/4 was in better condition. At £2,161,600, and with Classiche certification already

secured, it looked like a wise investment with top examples now over £3million. More surprising was the £150,080 paid for Colton's low-mileage 550 Maranello, the generous outlay no doubt spurred on by the worthy cause.

Fresh lots with good history always sell strongly, as proven by the much-promoted Jaguar XJ12C from *The New Avengers*. A major project, and little more than a Broadspeed bodykit, the vandalised 'barn-find' stormed to £69,440.

Better value was the ex-George Best 1971 Jaguar E-type, which, although not registered directly to the Manchester United legend, was used by him during the early '70s.

Finished in brash gold, a 1973 Aston Martin V8 development and road-test car doubled its estimate at £72,800. Not used since 1987, this modified S2 still looked well bought. Needing much more work was the Ogle DBS V8 Sotheby Special, which sold under estimate at £88,140 in a post-auction deal.

## American beauty leads the way in Frederiksen sale



Rarely sold in Europe, the Model J was the auction's star lot and reached £1.77million

Henrik Frederiksen's impressive 47-car collection was offered at Bonhams' first auction on Danish soil on 26 September. The core of the sale, held at the vendor's 16th-century manor house, was made up of pre-war coachbuilt greats, a 1930 Duesenberg Model J with a Murphy disappearing-top roadster body topping the results at £1,772,179. British marques did well, with a freshly restored, Pebble Beach class-winning Lagonda LG6 Rapide



Beautiful Lagonda Rapide made £543,087

blitzing its estimate at £543,087 – a world record for these handsome six-cylinder models.

A rare short-chassis Bentley 6½ Litre 'Bobtail' – with later Australian bodywork modelled on the Forrest Lycett 8 Litre – made £714,588, while top of the post-war lots was a one-off Frua-bodied 1973 Rolls-Royce Phantom VI cabriolet for £365,869.





Du Pont's Morgan attracted huge interest

## Top money for Super Sports

There's no stopping the clamour for unrestored, original cars, as proven by the £57,211 paid for the ex-Alexis 'Lex' du Pont Morgan at Bonhams' Simeone Museum sale on 5 October. The 1937 Matchless-powered example has been little touched during the past 60 years and looks a sure-fire entry for Pebble Beach's Preservation class. Du Pont's Cooper-Nortons looked like better value at £17,163 each.



### BARGAIN MILLE MIGLIA ENTRY

Two vintage Chryslers offered from the Richard Roy estate at RM's Hershey sale on 8 October looked cracking value. 'Blossom' – Roy's first car, bought in 1949 – was snapped up for just £16,355, while a restored S75 Roadster made £21,332. Both are eligible for the Mille Miglia.



### SCARAB SET SPLIT AFTER SALE

Don Orosco's Scarabs were all sold at Bonham's Goodwood Revival auction on 12 September, including the 1956 Fiat-Bartoletti, which went for £656,700. The Tipo 642 diesel-powered truck is staying in Europe; rumour has it the transporter will be repainted in Maserati works colours to carry 250Fs, as it did in 1957.

### LUXURIOUS BRITISH PAIR

Two rare Armstrong Siddeleys looked like good value at Brightwells on 23 September. A 1958 234 saloon with just 21,000 miles on the clock and still fitted with its original nylon seat covers made £9200, while a '52 Whitley Station Coupé – better known as a 'ute' – went for £10,200. Brightwells' next sale is 25 November.

## Coming soon to auction



Stunning Aston DB4GT Zagato set to break auction record. Inset: rare Pegaso Z-102

### ASTON'S MOST BEAUTIFUL GT HEADS DRIVEN TO DISRUPTION FIXTURE

One of the 19 fabulous Aston Martin DB4GT Zagatos will be the star attraction at RM Sotheby's New York sale on 10 December. The 14th example built, this right-hand-drive exotic was sold new to Australian businessman Laurie O'Neil. The GT was raced extensively Down Under before eventually returning to the UK in 1993. In 2002, it was subjected to a full rebuild by Richard Williams and Zagato. A trophy winner at both Pebble Beach and Villa d'Este, chassis DB4GT/0186/R is expected to make over £10million, and a guaranteed auction record for the marque. Other classic beauties on offer at Driven to Disruption include a 1954 Siata 208S spider and a 1954 Pegaso Z-102 Berlinetta by Touring. For more information, see [www.rmsothebys.com](http://www.rmsothebys.com)

### RARE RANGE ROVER CONVERSION FOR NEC EXTRAVAGANZA

A 1973 Range Rover convertible produced by Special Vehicle Conversions (SVC) and recently restored is being offered by Silverstone Auctions at its NEC Classic Motor Show sale on 13-14 November. Previously won in a game of cards, the Rioja red conversion (est £35k) was carried out in the 1980s. Other soft-top options include a Jensen Interceptor III convertible (£45k), and an Aston V8 Volante (£100k). See [www.silverstoneauctions.com](http://www.silverstoneauctions.com)



Soft-top perfect for Roger Moore fans

### TIGER READY TO ROAR AGAIN AT NEXT YEAR'S LE MANS CLASSIC

The prototype 1964 Sunbeam Tiger Lister coupé (est £300k) is offered by Bonhams for its Bond Street sale on the 6 December. Best known as The Mule, it tested at Le Mans, including a lap driven by Mike Parkes, and raced at the 2014 historic event (C&SC, Oct 2014). Other potential Le Mans Classic entries on offer include a 1955 Frazer Nash Le Mans Coupé (£400k) and a 1934 Invicta Low Chassis, which was exported new to India and later owned by Peter Livanos (£600k). See [www.bonhams.com](http://www.bonhams.com) for more.



Monstrous race-ready prototype Tiger

### KENO BROTHERS LAUNCH COLLECTOR'S CAR AUCTION IN BIG APPLE

Best known as art and furniture specialists, the Keno brothers are also car enthusiasts. Rolling Sculpture is a new venture to be staged on 19 November in New York with a spectacular NART Ferrari Daytona (chassis 12467, est £3-4million) heading the line-up. Raced by NART and the Baker Motor Ring Free Oil Team, it famously started at the back of the grid at Le Mans in 1971 and finished fifth. For more details, see [www.kenobrothers.com](http://www.kenobrothers.com)



Awesome NART team Ferrari Daytona

## The Auction diary

### NOVEMBER

**6-7 Motostalgia** Austin, Texas, USA 001 512 813 0636; [www.motostalgia.com](http://www.motostalgia.com)

**7 ACA** Norfolk 01553 771881; [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)

**8 Charterhouse** Shepton Mallet, Somerset 01935 812277; [www.charterhouse-auction.com](http://www.charterhouse-auction.com)

**8 Classics Central** Bedford Autodrome, Beds 0800 122 3355; [www.classicscentral.co.uk](http://www.classicscentral.co.uk)

**8 Osenat** Lyon, France 0033 01 64 22 27 62; [www.osenat.com](http://www.osenat.com)

**12-14 Mecum** Anaheim, USA 001 622 755 050; [www.mecum.com](http://www.mecum.com)

**13-14 Carlisle** Lakeland, Florida, USA 001 717 960 6400; [www.carlisleauctions.com](http://www.carlisleauctions.com)

**14-15 Silverstone Auctions** NEC, Birmingham 01926 691141; [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

**18 H&H** Donington Park, Derbyshire 01925 210035; [www.handh.co.uk](http://www.handh.co.uk)

**18 RM Sotheby's** New York City, USA 001 519 352 4575; [www.rmsothebys.com](http://www.rmsothebys.com)

**19 Keno** New York, USA 001 914 242 3628; [www.kenobrothers.com](http://www.kenobrothers.com)

**20 Leake** Dallas, Texas, USA 001 800 722 9942; [www.leakecar.com](http://www.leakecar.com)

**20 Morris Leslie** Errol, Perth 01821 642574; [www.morrisleslie.com](http://www.morrisleslie.com)

**20-22 McCormick's** Palm Springs, California, USA 001 760 320 3290; [www.classic-carauction.com](http://www.classic-carauction.com)

**25 Brightwells** Herefordshire 01568 611122; [www.brightwells.com](http://www.brightwells.com)

**27-28 Dan Kruse Classics** Houston, Texas, USA 001 866 495 8111; [www.dankruseclassics.com](http://www.dankruseclassics.com)

**28 Historics** M-B World, Surrey 01753 639170; [www.historics.co.uk](http://www.historics.co.uk)

### DECEMBER

**1 Coys** Westminster, London 020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Abarth 2000SE 027	1974	exc/restd/hi	RM Sotheby's	£168,000
AC Ace Bristol lhd	1957	exc/restd	Bonhams	£214,300
AC Cobra MkIV	1987	vg/refurb/mods	RM Sotheby's	£61,600
Alfa Romeo 2000 GTV	1974	exc/p.restd	Bonhams	£24,702
Alfa Romeo 2000 Spider	1961	vg/restd(o)	Bonhams	£71,551
Alfa Romeo 2000 Spider	1988	vg/lm/gh	Brightwells	£11,220
Alfa Romeo 2000 Spider Veloce	1975	vg/refurb	H&H	£12,880
Alfa Romeo Giulia Sprint Speciale	1963	vg/restd(o)	Bonhams	£100,000
Alfa Romeo Giulietta Sprint Veloce	1957	vg/restd(o)/hi	RM Sotheby's	£89,600
Alfa Romeo Montreal	1972	vg/p.restd(o)	Bonhams	£40,034
Alfa Romeo Montreal	1973	f/restn(s)	Barons	£33,000
Alfa Romeo RZ	1993	exc/refurb/l/oo	RM Sotheby's	£47,600
Alfa Romeo SZ	1990	exc/orig/vlm/fo	RM Sotheby's	£67,200
Alvis 4.3 Wilk/VdP-style dhc	1937	exc/restd(o)/rebodied	Bonhams	£90,616
Alvis Firefly C&E 4-seater tourer	1932	vg/restd(o)/ex-saloon	H&H	£28,880
Alvis TD21	1960	p/restn(m)	CC	£1430
Armstrong Siddeley 234	1958	vg/v.orig/lm	Brightwells	£10,120
Armstrong Siddeley station wagon	1952	exc/restd(o)/hi	Brightwells	£11,220
Aston Martin DB MkIII	1958	exc/restd/Vetus block	H&H	£212,800
Aston Martin DB MkIII	1958	vg/restd(o)	Bonhams	£186,300
Aston Martin DB2 Vantage	1950	exc/restd/hi	RM Sotheby's	£302,400
Aston Martin DB2/4 MkI 3-litre	1955	exc/restd(o)	Bonhams	£178,879
Aston Martin DB4 lhd	1960	exc/restd(o)/repainted	RM Sotheby's	£330,000
Aston Martin DB5 Vantage	1965	exc/restd(o)	RM Sotheby's	£784,000
Aston Martin DB6 Vantage	1967	vg/restd	Bonhams	£303,900
Aston Martin DB7 Volante	1999	exc/sh	H&H	£29,120
Aston Martin DB7 Vantage Volante	1999	vg/v.orig/sh	H&H	£33,600
Aston Martin DB5 V8 'Sotheby Special'	1971	p/restn(m)/hi	H&H	£88,140
Aston Martin Ulster	1935	exc/restd(o)/hi	Bonhams	£740,700
Aston Martin V8	1973	f/refurb(o)/stored/hi	H&H	£72,800
Auburn 12-165 Mur saloon-phaeton	1933	vg/restd(o)	Bonhams	£164,241
Auburn 12-165 saloon-convertible	1934	exc/restd(o)	Bonhams	£220,877
Austin 10/4 Clifton 2-seater tourer	1936	f/restd(o)/cracked block	Charterhouse	£4950
Austin Seven	c1934	p/restn(m)/rolling chassis	Bonhams	£990
Austin Seven Nippy	1934	supb/restd/hi	Brightwells	£14,960
Austin Seven Opal	1937	vg/restd(o)	Brightwells	£8250
Austin A110 Westminster	1962	g/refurb/stored	Brightwells	£5170
Austin A35	1958	f/refurb(o)	Brightwells	£1320
Austin A90 Six Westminster	1955	p/restn(m)/fo	Brightwells	£660
Austin Mini Mayfair	1982	vg/recom/lm	Charterhouse	£4400
Austin-Healey 100	1954	exc/restd(o)	H&H	£56,000
Austin-Healey 100	1955	exc/restd	Bonhams	£59,740
Austin-Healey 3000	1961	supb/restd/mods	H&H	£56,000
Austin-Healey 3000 MkII+hdtp	1961	exc/restd(o)/mods	H&H	£43,360
Austin-Healey 3000 MkIII lhd	1967	f/restn(s)	Brightwells	£10,780
Austin-Healey Sprite	1958	exc/restd	H&H	£14,672
Austin-Healey Sprite	1961	g/restd(o)/fo	Brightwells	£7150
Austin-Healey Sprite	1969	g/stored/restn(s)	Brightwells	£7700
Austin-Healey Sprite+hdtp	1960	f/mods	H&H	£6160
Auto Union 1000S	1964	g/restd(o)	Barons	£8250
AWME Ferrari 400/250GT0 replica	1980	f/refurb(o)	H&H	£24,295
Bean 12hp 2-seater roadster	1925	exc/restd(o)	Brightwells	£14,850
Bentley 3 1/4 Litre VdP-style tourer	1928	exc/restd/ex-saloon	H&H	£336,000
Bentley 3 1/2-litre JY dhc	1934	vg/restd(o)	Bonhams	£124,700
Bentley 3 1/2-litre PW saloon	1934	vg/restd(o)	H&H	£43,120
Bentley 4 1/2 Litre Cad 4-seater tourer	1929	vg/replacement chassis	RM Sotheby's	£420,000
Bentley 6 1/2 Litre 2-seater bobtail	1927	exc/restd(o)/rebodied	Bonhams	£707,939
Bentley Brooklands	1994	vg/sh	H&H	£9520
Bentley R-type	1953	vg/restd(o)/engine rebuilt	Brightwells	£26,400
Bentley S1	1956	vg/restd/gh	H&H	£26,880
Bentley S1	1956	vg/restd(o)	H&H	£40,320
Bentley S2	1962	g/restd(o)/orig int	H&H	£14,560
Bentley S2 Continental	1959	exc/restd	Bonhams	£102,300
Bentley S3	1964	exc/restd(o)/hi	Brightwells	£24,200
Bentley S3 Continental Flying Spur	1965	supb/restd/hi	Bonhams	£763,100
Bentley Turbo R	1985	vg/stored/refurb	Barons	£5390
BMW 2002	1974	g/poor interior/gh	Charterhouse	£3520
BMW 3.0 CS	1971	exc/v.orig	Brightwells	£29,150
BMW 3200 CS	1965	exc/restd	Bonhams	£38,331
BMW 328	1937	g/refurb(o)	Bonhams	£326,300
BMW 328	1938	vg/restd(o)	Bonhams	£539,100
BMW 628CSi	1986	g/refurb/sh	Barons	£3135
BMW E30 M3	1988	exc/restd/sh	Barons	£25,300
BMW Isetta 300 3-wheeler	1961	vg/restd(o)/engine rebuilt	H&H	£14,560
BMW Isetta 300 4-wheeler	1958	f/refurb(o)/restn(s)	Charterhouse	£11,000
BMW M1	1980	exc/v.orig	Bonhams	£344,981
BMW M635CSi	1986	vg/v.orig	Bonhams	£49,404
BSA 10	1934	vg/restd(o)	Brightwells	£5500
Bugatti EB110 S5	1995	supb/orig/lm/fo	RM Sotheby's	£627,200
Cadillac V12 Fleetwood roadster	1931	exc/restd(o)	Bonhams	£141,587
Cadillac V16 Fleetwood convertible-sedan	1934	supb/restd	Bonhams	£283,175
Cadillac V16 town car	1931	exc/restd(o)	Bonhams	£158,578
Chevrolet Camaro	1996	p/restn	CC	£330
Chevrolet Corvette Sting Ray	1963	exc/restd	RM Sotheby's	£72,800
Chrysler Imperial Le Baron tourer	1931	supb/restd	Bonhams	£279,211
Chrysler Town and Country convertible	1948	vg/restd(o)/wood refurb	Bonhams	£92,881
Cisitalia 505	1953	supb/restd	RM Sotheby's	£146,600
Citroën DS Pallas	1970	vg/restd	CC	£14,575
Citroën DS21 Chap décapotable	1967	exc/restd(o)	Bonhams	£127,770
Citroën DS21 EFI	1971	supb/restd	Brightwells	£31,900
Citroën DS23 Pallas	1974	exc/restd	Bonhams	£23,786
Citroën Mehari	1980	exc/restd	Bonhams	£21,295
Citroën SM	1973	exc/restd/mods	Bonhams	£37,379
Cooper-JAP MkVIII single-seater	1954	vg/restd/hi	Bonhams	£26,450
Daimler DB18 Bkr dhc	1950	exc/restd(o)	Brightwells	£5720
Daimler Double-Six	1974	vg/restd/gh	Brightwells	£4620
Daimler Sovereign 2.8	1970	vg/restd/lm/fo	Brightwells	£4510
Daimler Sovereign 4.2	1980	f/sh	Barons	£1850



Left-hand-drive 1973 Alfa Romeo Montreal project made a surprising £33,000 at Barons



Brightwells' Armstrong Siddeley, £10,120



Aston Sotheby Special for £88,140, H&amp;H



Austin Seven Nippy, Brightwells, £14,960



Restored Auto Union at Barons for £8250



RM Sotheby's Bugatti EB110, £627,200



Mint Citroën DS21, £31,900 at Brightwells

Daimler SP250 auto police car	1964	exc/restd/hi	Bonhams	£82,140
De Tomaso Mangusta	1969	exc/restd	RM Sotheby's	£201,600
Duesenberg J Murphy roadster	1930	exc/v.orig/refurb/gh	Bonhams	£1,755,689
Ferrari 208GTS Turbo	1988	exc/fsh	Bonhams	£63,885
Ferrari 250GT SWB	1960	vg/refurb(o)/hi	H&H	£7,392,000
Ferrari 250GT SWB alloy replica	1963	supb/restd	Bonhams	£606,300
Ferrari 250GT Tour de France	1958	supb/restd/hi	RM Sotheby's	£4,760,000
Ferrari 250GT Lusso	1964	vg/restd(o)	RM Sotheby's	£1,232,000
Ferrari 275GTB/4	1967	vg/refurb(o)/hi	H&H	£2,161,600
Ferrari 308GT4	1979	vg/refurb/gh	RM Sotheby's	£50,400
Ferrari 308GTS	1983	exc/restd	H&H	£75,040
Ferrari 328GTS	1989	exc/gh	H&H	£68,320
Ferrari 328GTS	1989	exc/recom/vlm/oo	RM Sotheby's	£190,400
Ferrari 328GTS	1989	exc/restd/hi	Bonhams	£130,300
Ferrari 330GT	1964	vg/restd(o)	RM Sotheby's	£140,000
Ferrari 330GT	1966	vg/accident repair/orig int	RM Sotheby's	£156,800
Ferrari 348 Spider	1995	exc/v.orig/lm	Brightwells	£40,700
Ferrari 348TS	1992	vg/refurb/ex-Japan	H&H	£33,600
Ferrari 360 Modena	2001	vg/sh	H&H	£42,560
Ferrari 365GT4 BB	1974	exc/refurb/gh	RM Sotheby's	£336,000
Ferrari 365GTB/4	1971	supb/restd	Bonhams	£613,299
Ferrari 400i	1981	f/refurb(o)	H&H	£18,480
Ferrari 456GT	1994	exc/v.orig/lm	Bonhams	£59,626
Ferrari 512BB	1977	exc/restd/hi	Bonhams	£231,500
Ferrari 512BBI	1982	exc/v.orig/gh/lm	RM Sotheby's	£212,800
Ferrari 512TR	1996	exc/lm/ex-Japan	H&H	£128,800
Ferrari 550 Maranello	1998	exc/sh/fo	H&H	£150,080
Ferrari 575 Maranello	2001	exc/lm/oo/hi	RM Sotheby's	£72,800



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## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Ferrari Dino 206GT	1968	exc/restd	RM Sotheby's	£347,200
Ferrari F355	1995	vg/refurb/original seats	H&H	£46,480
Ferrari F40	1992	sup/v.orig/lm/oo	RM Sotheby's	£845,600
Ferrari F40	1993	supb/refurb/lm	Bonhams	£740,000
Ferrari F430	2006	vg/v.orig	H&H	£73,920
Ferrari Mondial qv	1983	vg/refurb/gh	Brightwells	£25,520
Ferrari Testarossa	1985	exc/v.orig	RM Sotheby's	£109,200
Ferrari Testarossa	1985	supb/v.orig/hi	Bonhams	£102,300
Ferrari Testarossa	1986	exc/sh	Bonhams	£80,921
Ferrari Testarossa	1990	exc/refurb (o)/ex-Japan	H&H	£67,200
Ferrari Testarossa	1991	supb/repaint/vlm/oo	RM Sotheby's	£151,200
Ferves Ranger buggy	1973	vg/restd (o)/hi	RM Sotheby's	£29,120
Fiat 1100S MM	1948	exc/restd	RM Sotheby's	£137,200
Fiat 126 Abarth replica	1983	exc/restd	Bonhams	£14,375
Fiat 500 lhd	1965	exc/restd	RM Sotheby's	£17,920
Fiat 500L lhd	1972	vg/refurb	H&H	£8120
Fiat 600 Multipla lhd	1966	f/refurb (o)	Bonhams	£22,137
Fiat-Abarth 750GT	1958	exc/restd	RM Sotheby's	£61,600
Fiat-Bartoletti 642 transporter	1956	supb/restd/hi	Bonhams	£656,700
Ford Capri 3.0S Mk3	1979	exc/restd (o)/gh	Brightwells	£17,050
Ford Capri 2000GT XLR	1971	exc/repaint/fo	Brightwells	£11,550
Ford Corsair	1969	vg/v.orig	Brightwells	£4840
Ford Cortina 1600E	1970	exc/restd (o)	Brightwells	£7040
Ford Escort 1300GT Mk1	1971	exc/restd	Brightwells	£15,400
Ford Escort Mk1 1600	1969	vg/restd	Charterhouse	£5170
Ford Escort Mk2	1978	f/mods	CC	£3300
Ford Escort RS2000	1976	exc/restd	Brightwells	£20,900
Ford Fiesta XR2	1987	exc/v.orig/lm	Brightwells	£6050
Ford Fiesta XR2	1987	g/refurb/oo	Charterhouse	£3850
Ford Granada 2.8i Mk2 police	1985	g/refurb (o)	Brightwells	£3410
Ford Jeep lhd military	1944	g/restd (o)	Bonhams	£33,350
Ford Model A coupe	1930	g/restd (o)	Brightwells	£10,340
Ford Mustang 289 notchback	1966	exc/restd	H&H	£20,160
Ford Mustang 302 convertible	1968	exc/restd/gh	Charterhouse	£21,450
Ford Mustang 351 fastback	1969	g/stored	Brightwells	£13,750
Ford Mustang 390 fastback	1968	vg/repaint/orig int	H&H	£39,500
Ford Popular	1956	exc/restd (o)	Brightwells	£7700
Ford Sierra RS Cosworth	1987	exc/stored/recom	H&H	£39,900
Ford Thunderbird	1957	vg/v.orig/mech refurb	H&H	£20,340
Ford Zephyr Six	1971	f/refurb (o)/fo	Brightwells	£1980
Healey Riley Elliott saloon	1949	g/restd (o)	Bonhams	£32,200
Hillman 14hp Charl saloon	1926	vg/restd (o)	H&H	£19,040
Hillman Minx Sill	1960	p/stored/fo	Charterhouse	£2035
Hillman Minx SIIA convertible	1962	exc/restd/gh	Charterhouse	£6380
Hispano-Suiza H6C Kel/H&D	1930	supb/restd (o)	Bonhams	£294,502
Horch 853 lhd	1937	supb/restd	Bonhams	£345,474
HRG	1949	exc/restd/Jaguar engine	Bonhams	£84,300
Hudson Hornet brougham convertible	1951	exc/restd	Bonhams	£113,270
Humber Super Snipe	1963	g/restd (o)	Bonhams	£17,250
Hupmobile SeE	1927	exc/restd (o)	H&H	£17,515
Invicta 4½-litre A fhc	1930	supb/restd	Brightwells	£107,800
Isotta Fraschini 8A Cast landau	1929	vg/restd (o)	Bonhams	£345,474
Jaguar E-type S1 3.8 fhc	1962	exc/restd (o)/repaint	H&H	£125,440
Jaguar E-type S1 3.8 fhc	1962	exc/v.orig/lm/fo	Brightwells	£118,800
Jaguar E-type S1 3.8 fhc	1964	vg/restd (o)	H&H	£68,320
Jaguar E-type S1 3.8 flat-floor fhc	1961	f/restn (s)	Bonhams	£96,700
Jaguar E-type S1 3.8 flat-foor roadster lhd	1961	exc/restd/hi	Bonhams	£208,692
Jaguar E-type S1 3.8 roadster lhd	1962	exc/restd	H&H	£85,120
Jaguar E-type S1 3.8 semi-lightweight	1963	supb/restd	Bonhams	£180,700
Jaguar E-type S1 3.8 Wingfield evocation	1969	exc/restd (o)/mods	H&H	£151,200
Jaguar E-type S1 4.2 fhc lhd	1965	supb/restd	Bonhams	£110,734
Jaguar E-type S1 4.2 fhc lhd	1966	vg/v.orig/mods/fo	RM Sotheby's	£70,000
Jaguar E-type S1 4.2 fhc lhd	1967	vg/p.restd (o)	Bonhams	£68,144
Jaguar E-type S1 4.2 roadster lhd	1965	supb/restd	Bonhams	£149,065
Jaguar E-type S1 4.2 roadster lhd	1965	vg/restd (o)	RM Sotheby's	£84,000
Jaguar E-type S2 4.2 2+2	1968	f/p.restd/restn (s)	Brightwells	£19,800
Jaguar E-type S3 fhc auto	1971	g/refurb (o)/hi	H&H	£48,160
Jaguar E-type S3 fhc lhd	1973	vg/repaint/stored	Brightwells	£29,700
Jaguar E-type S3 roadster lhd	1972	vg/v.orig/engine rebuilt	Brightwells	£44,000
Jaguar 3.4	1959	vg/restd (o)	Bonhams	£51,750
Jaguar Mk2 3.4	1961	exc/v.orig/fo	Brightwells	£26,950
Jaguar SS100 3½-litre	1938	exc/restd	H&H	£330,165
Jaguar XJ12C	1976	f/restn (s)/hi	H&H	£69,440
Jaguar XJ220 lhd	1992	exc/vlm	Bonhams	£326,685
Jaguar XJ-S 3.6	1987	f/restn (s)	Brightwells	£2200
Jaguar XJ-S 3.6	1988	supb/restd (o)	Brightwells	£14,960
Jaguar XJ-SC 5.3	1985	vg/v.orig/lm	H&H	£18,480
Jaguar XJS 4.0	1995	exc/AJ16 engine	Brightwells	£61,600
Jaguar XJS convertible	1991	vg/refurb/fo	Brightwells	£8800
Jaguar XJS convertible	1992	vg/restd (o)/sh	Brightwells	£5500
Jaguar XK120	1954	exc/restd (o)/mods	H&H	£112,000
Jaguar XK120 roadster	1950	vg/restd (o)/engine rebuilt	H&H	£45,920
Jaguar XK120 roadster	1950	vg/restd (o)/mods	Bonhams	£96,700
Jaguar XK120 roadster lhd	1952	vg/v.orig/lm	RM Sotheby's	£89,600
Jaguar XK120 roadster lhd	1954	sup/restd	Bonhams	£83,260
Jaguar XK120 J May Speciale fhc	1952	supb/restd	H&H	£128,800
Jaguar XK120 LTI replica-roadster	1951	exc/restd/mods	RM Sotheby's	£81,200
Jaguar XK120SE roadster lhd	1954	exc/restd (o)	Bonhams	£85,180
Jaguar XK140 roadster lhd	1954	exc/restd	Bonhams	£68,700
Jaguar XK140SE fhc lhd	1955	vg/restd	H&H	£54,656
Jaguar XK150 3.8 dhc lhd	1958	exc/restd (o)	RM Sotheby's	£61,600
Jaguar XK150S 3.4 roadster lhd	1958	vg/refurb (o)	Bonhams	£85,180
Jaguar XK150SE 3.4 dhc	1959	exc/restd	H&H	£85,120
Jaguar XK8	1997	vg/repl engine/recom box	Brightwells	£4290
Jaguar XK8	1998	vg/v.orig/stored/fo	Brightwells	£5940
Jensen Interceptor convertible	1970	f/restn (s)/ex-coupé	CC	£11,000
Lagonda L66 Rapide dhc	1939	supb/restd/hi	Bonhams	£538,033
Lagonda Rapier Ran	1936	f/p.restd/gh	H&H	£26,880



Smart, low-mileage Ford Capri in a very 1970s shade of bronze – £11,550 at Brightwells



Healey Elliott made £32,200 at Bonhams



HRG oddity reached £84,300 at Bonhams



Ex-George Best E-type, £48,160 at H&amp;H



Jaguar Mk1 3.4 made £51,750 at Bonhams



Lagonda Rapier project, £26,880 at H&amp;H



RM Sotheby's Lancia Stratos, £308,000

Lamborghini Countach LP400S	1981	exc/sh	RM Sotheby's	£263,200
Lamborghini Diabolo lhd	1993	supb/restd	Bonhams	£115,700
Lancia Appia	1958	vg/p.restd (o)	Bonhams	£42,590
Lancia Appia	1961	g/orig	CC	£6200
Lancia Aurelia B24S convertible	1957	supb/restd (o)/fo	RM Sotheby's	£246,400
Lancia Delta HF Integrale Evo	1992	exc/v.orig	H&H	£29,680
Lancia Flavia Sport	1965	vg/restd (o)	RM Sothebys	£33,600
Lancia Fulvia 1.6HF lhd	1970	vg/refurb	RM Sotheby's	£50,400
Lancia Gamma coupé	1984	vg/orig	CC	£7150
Lancia Stratos Stradale	1975	vg/refurb/gh	RM Sotheby's	£308,000
Land-Rover Si 86	1955	supb/restd	H&H	£39,760
Land-Rover Si 109	1957	f/v.orig	H&H	£12,430
Land-Rover SIIA 88	1964	vg/restd	H&H	£7840
Land-Rover SIII	1980	vg/refurb/lm/fo	Brightwells	£9240
Land-Rover V8 special	1955	f/rbit	Brightwells	£2200
Lincoln KB Diet convertible-sedan	1934	vg/restd (o)	Bonhams	£164,241
Lincoln L LeBaron 4-seater convertible	1924	vg/restd (o)	Bonhams	£30,582
Linstone Jaguar C-type replica	1964	supb/restd	H&H	£180,000
Lotus Cortina Mk1 lhd	1965	supb/restd	Brightwells	£39,600
Lotus Elan +2S	1970	vg/restd (o)	H&H	£15,680
Lotus Elite Climax	1959	exc/restd (o)	Bonhams	£46,849
Lotus Elite Climax lhd	1961	vg/restd (o)	Bonhams	£57,500
Lotus Esprit V8	1998	exc/Cat D repair	H&H	£19,950
Lynx XKSS	1967/88	vg/restd (o)/hi	Bonhams	£359,900
Maserati 3500GT	1960	p/restn (s)	Bonhams	£100,060
Maserati 3500GT	1961	g/restd (o)	Bonhams	£197,500
Maserati Bora 4.7	1973	exc/v.orig/repaint (o)	Bonhams	£170,361
Maserati Mistral 3.7 Spyder	1964	exc/restd (o)/hi	RM Sotheby's	£526,400



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## EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Maserati Sebring 3.7	1966	exc/restd/engine rebuilt	H&H	£200,174
Maybach SW38 lhd	1927	supb/restd/ex-limo	Bonhams	£736,256
Mazda 110S Cosmo	1968	vg/repaint/orig int	Bonhams	£51,750
Mercedes-Benz 28/95 4-seater phaeton	1914	vg/v.orig/gh	Bonhams	£923,152
Mercedes-Benz 190S Fintail	1963	g/restd(o)	Barons	£3300
Mercedes-Benz 230SL+hdtp	1966	f/restn(s)/fo	Brightwells	£32,450
Mercedes-Benz 250CE	1972	g/recom	Brightwells	£7700
Mercedes-Benz 280CE	1972	vg/restd(o)/fo	Brightwells	£8800
Mercedes-Benz 280SE	1974	f/refurb(o)	Brightwells	£880
Mercedes-Benz 280SL	1982	g/ex-South Africa	CC	£13,750
Mercedes-Benz 280SL+hdtp	1970	exc/restd	Bonhams	£119,100
Mercedes-Benz 280SL+hdtp lhd	1969	vg/refurb(o)	H&H	£40,040
Mercedes-Benz 300SE cabriolet	1964	refurb(o)	H&H	£80,230
Mercedes-Benz 320N A cabriolet	1937	supb/restd	Bonhams	£356,801
Mercedes-Benz 350SE	1973	g/v.orig/fo	Charterhouse	£3960
Mercedes-Benz 350SL+hdtp	1971	g/refurb(o)	Brightwells	£4620
Mercedes-Benz 350SL+hdtp	1980	g/restd	Charterhouse	£5610
Mercedes-Benz 380SL	1983	g/orig/gh	CC	£9620
Mercedes-Benz 450SL+hdtp	1978	vg/restd/gh	H&H	£11,014
Mercedes-Benz 450SLC	1979	f/restn(s)/fo	Brightwells	£2640
Mercedes-Benz 500K C cabriolet	1935	supb/restd/rebodied	Bonhams	£747,584
Mercedes-Benz 500SL	1981	vg/ex-South Africa	CC	£7000
Mercedes-Benz 500SL	1990	g/orig/gh	CC	£6600
Mercedes-Benz 600	1970	exc/repaint/retrim	H&H	£35,030
MGA 1500	1956	exc/restd	Brightwells	£17,050
MGA 1500	1956	vg/restd(o)/mech rblt	Brightwells	£19,250
MGA 1500 lhd	1958	g/restd(o)	H&H	£13,160
MGA 1600 coupé	1961	vg/restd(o)/ex-lhd	H&H	£16,240
MGA 1600 lhd	1959	exc/restd	H&H	£22,400
MGB	1970	f/refurb(o)	Brightwells	£3300
MGB	1971	vg/restd(o)	Brightwells	£5280
MGB	1972	g/restd(o)	Barons	£6500
MGB	1972	f/recom/engine rebuilt	Brightwells	£3520
MGB	1975	exc/restd	H&H	£9240
MGB	1978	vg/restd	Brightwells	£3960
MGB	1980	vg/refurb(o)/lm	Brightwells	£4070
MGB GT	1970	supb/restd	Barons	£7700
MGB lhd	1965	p/restn(m)	Brightwells	£1650
MGF	1995	f/v.orig	Charterhouse	£630
MG Magnette ZB	1958	exc/v.orig/lm/fo	Brightwells	£18,150
MG Midget	1967	g/restd	H&H	£5320
MG Midget	1969	vg/refurb	Brightwells	£6600
MG Midget	1974	exc/restd/reshell	Brightwells	£10,780
MG Midget	1978	f/refurb	Brightwells	£1650
MG PA/B LM	1934	exc/restd(o)	RM Sotheby's	£151,200
MG TF-1250	1954	vg/restd(o)/ex-lhd	Barons	£15,833
Mini 1000	1972	exc/v.orig/lm	Brightwells	£4950
Mini 1000 City	1982	vg/repaint	CC	£4950
Morgan 4/4	1984	vg/v.orig/fo	H&H	£16,800
Morgan Aero	1929	vg/restd(o)	H&H	£16,800
Morris Eight Series E	1946	p/restn(m)	Brightwells	£880
Morris Minor	1956	g/restd(o)/retrim	Charterhouse	£1870
Morris Minor	1969	g/refurb/fo	Charterhouse	£1650
Morris Minor convertible	1961	f/Midget parts	Brightwells	£1980
Morris Traveller	1971	exc/restd/mods	Charterhouse	£6820
Nissan 300ZX	1992	vg/orig/sh	Brightwells	£5720
NSU Prinz 4	1971	exc/stored/repaint/lm	Brightwells	£3740
NSU Prinz coupé	1965	f/v.orig/restn(s)	Charterhouse	£3080
Opel Manta	1973	supb/restd/fo	Barons	£12,833
Opel Monza GSE 3.0	1985	vg/repaint/fo	Brightwells	£5940
Packard Twelve 1107 coupe-roadster	1934	supb/restd(o)	Bonhams	£266,185
Packard Twin Six sports-phaeton	1932	vg/restd(o)	Bonhams	£209,550
Peugeot 69 Bébé	1904	vg/restd(o)	H&H	£61,800
Pierce-Arrow 42 2-cowl sports-phaeton	1931	supb/gh	Bonhams	£96,279
Pontiac Firebird	1991	vg/refurb/gh	Brightwells	£4840
Pope-Tribune Model 2 2-seater tourer	1904	vg/restd(o)	H&H	£56,000
Porsche 356 Carrera 2 Reut	1962	exc/restd	RM Sotheby's	£386,400
Porsche 356 Carrera 1500GS Reut	1965	exc/restd	RM Sotheby's	£302,400
Porsche 356 Pre-A 1500 Reut	1953	exc/restd	RM Sotheby's	£162,400
Porsche 356B Super 90 Reut cabriolet	1961	exc/restd	Bonhams	£124,700
Porsche 911 2.5 lhd racer	1965	vg/restd/mods	RM Sotheby's	£56,000
Porsche 911 2.7 targa lhd	1974	exc/restd	Bonhams	£93,698
Porsche 911 Carrera 2.7 MFI lhd	1974	supb/restd/lm	Bonhams	£151,621
Porsche 911 Carrera 3.0	1976	exc/restd	Bonhams	£80,921
Porsche 911 Carrera RS	1987	exc/restd/mods	H&H	£78,400
Porsche 911 Speedster lhd	1989	exc/v.orig/lm	RM Sotheby's	£173,600
Porsche 911 SC targa	1982	exc/restd	H&H	£24,360
Porsche 911 turbo	1996	exc/repaint	Bonhams	£106,475
Porsche 911E sportomatic lhd	1969	vg/restd(o)/stored	Brightwells	£36,850
Porsche 911S 2.0 targa lhd	1968	exc/restd(o)/fo	Bonhams	£144,806
Porsche 911T lhd	1972	exc/restd/mods	Bonhams	£74,300
Porsche 944S	1988	f/restn(s)	Charterhouse	£1320
Porsche Carrera GT	2005	supb/mods/vlm	Bonhams	£477,010
Porsche Carrera GT	2006	supb/vg/lm/oo	RM Sotheby's	£448,000
Rally ABC 1.1	1929	f/refurb(o)/hi	H&H	£81,760
Range Rover	1980	f/restn(s)	Barons	£7480
Range Rover	1983	g/fo/gh	Brightwells	£6380
Reliant Scimitar GTE	1978	p/restn	CC	£220
Reliant Scimitar GTE	1985	vg/gh	Brightwells	£2860
Renault 12TL	1976	g/restd/new engine	Brightwells	£1100
Renault 5GT turbo	1990	exc/v.orig/gh/lm	Brightwells	£11,000
Renault 20/30 Brew Cape-Top Victoria	1909	exc/restd(o)	Bonhams	£79,289
Riley Nine Kestrel	1933	p/restn(m)	Brightwells	£8030
Riley Nine Kestrel	1933	vg/restd(o)	H&H	£16,240
Riley RMA	1951	vg/restd(o)	Barons	£9240
Rolls-Royce 20/25 GN sedan coupé	1934	exc/restd(o)	Bonhams	£135,924
Rolls-Royce 25/30 Hpr sports-saloon	1936	exc/restd(o)	Brightwells	£31,900
Rolls-Royce Phantom Brew landau lhd	1929	f/restn(s)	Brightwells	£33,000



Beautiful, older-restoration Lotus Elite deservedly made £57,500 at Bonhams Goodwood



Chris Evans' Lynx, £359,900 at Bonhams



Maserati 3500GT for £197,500, Bonhams



Rh-d-converted MG TF, £15,833 at Barons



Superb Opel Manta made £12,833, Barons



Charterhouse Porsche 944S, only £1320



Barons' fair '80 Range Rover made £7480

Rolls-Royce Phantom roadster lhd	1927	vg/restd(o)/ex-town car	Bonhams	£62,298
Rolls-Royce Phantom roadster lhd	1931	supb/restd	Bonhams	£226,540
Rolls-Royce Phantom II Continental GN sdv	1933	exc/restd(o)	Bonhams	£509,716
Rolls-Royce Phantom II Continental PW dhc	1933	exc/restd(o)	Bonhams	£270,300
Rolls-Royce Phantom III VdP dhc	1937	vg/restd(o)/hi	Bonhams	£407,773
Rolls-Royce Phantom VI convertible	1973	vg/v.orig/hi	Bonhams	£362,464
Rolls-Royce Silver Cloud	1956	g/restd(o)/mech refurb	H&H	£22,400
Rolls-Royce Silver Cloud I HJM dhc	1959	vg/repaint(o)	RM Sotheby's	£218,400
Rolls-Royce Silver Cloud II HJM dhc	1960	exc/restd(o)	RM Sotheby's	£145,600
Rolls-Royce Silver Dawn	1954	vg/restd(o)	Bonhams	£41,400
Rolls-Royce Silver Ghost Bkr coupé	1920	vg/restd(o)	RM Sotheby's	£123,200
Rolls-Royce Silver Ghost Bkr-style cab	1912	exc/restd(o)	Bonhams	£470,071
Rolls-Royce Silver Ghost 'balloon car' rep	1910	exc/restd	Bonhams	£424,763
Rolls-Royce Silver Ghost HJM tourer	1913	exc/restd(o)	Bonhams	£385,119
Rolls-Royce Silver Ghost S-S Skiff	1914	exc/restd(o)	Bonhams	£736,256
Rolls-Royce Silver Shadow	1974	f/recom/gh	Brightwells	£2640
Rolls-Royce Silver Shadow	1975	f/restn(s)/hi	Barons	£1870
Rolls-Royce Silver Spirit	1982	p/restn	CC	£1320
Rolls-Royce Silver Spirit	1982	p/restn	CC	£990
Rolls-Royce Silver Wraith Hpr limo	1958	vg/restd(o)	Bonhams	£50,000
Rolls-Royce Silver Wraith II	1978	vg/sh/lm	H&H	£10,916
Rover Mini Cooper	1991	vg/mods/gh	Charterhouse	£3300
Rover Mini Cooper	1996	exc/acc repair/lm	Brightwells	£5940
Rover Mini Cooper	2000	exc/restd/lm/fo	Brightwells	£9130
Rover Mini Cooper	2000	exc/refurb/gh/lm	Brightwells	£4950
Rover P4	1962	f/restn(s)	Barons	£2310
Rover P5B	1968	vg/restd/gh	Brightwells	£7150
Rover 2600S	1985	f/orig int/with spares car	Brightwells	£825



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1957 Austin-Healey 100/6 BN4  
Est: £31,500 - £33,500



1930 Crossley Silver 15.7 Saloon  
Est: £12,000 - £15,000



1979 Ferrari 308 GT5 Est: £42,000 - £45,000



1968 Ford Zephyr 6 MkIV 4WD Prototype  
Est: £22,000 - £25,000



1963 Triumph TR4  
Est: £16,000 - £18,000



1976 Rolls-Royce Corniche Convertible  
Est: £35,000 - £38,000



1932 Wolseley Hornet Special  
Est: £19,000 - £21,000





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## AUCTION RESULTS

# EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Scarab-Chevrolet Mk1	1958	supb/restd/hi	Bonhams	£627,200
Scarab-Offenhauser 001	1960	supb/restd/hi	Bonhams	£673,500
Scarab-Offenhauser 002	1960	supb/recreation	Bonhams	£328,540
Shelby GT500	1967	supb/restd	RM Sotheby's	£126,000
Singer Gazelle III	1960	p/restn (m)	Brightwells	£550
Singer Nine	1933	vg/restd (o)	H&H	£19,124
Singer Nine Le Mans	1933	f/restd (o)/stored	Charterhouse	£11,000
Stutz DV32 Le Baron roadster	1933	exc/restd (o)	Bonhams	£373,792
Subaru Impreza rally	1996	supb/restd/hi	H&H	£155,000
Sunbeam 25/30 6.1 6-seater torpedo	1913	vg/restd (o)	Bonhams	£118,933
Sunbeam 90 MkIII	1955	vg/v.orig/lm/fo	Brightwells	£7260
Sunbeam Alpine SIII	1964	g/repaint/1725cc engine	Brightwells	£3850
Talbot-Lago T26 Rec Grb dhc	1947	g/restd (o)	RM Sotheby's	£145,600
Triumph 1800 Roadster	1946	vg/restd (o)/fo	Brightwells	£19,250
Triumph Dolomite Straight 8 evocation	1938	exc/orig/hi	H&H	£90,400
Triumph GT6	1972	vg/restd (o)/stored	Barons	£9790
Triumph Stag	1972	exc/mech rblt/fo	Brightwells	£10,450
Triumph Stag	1976	supb/restd	H&H	£18,480
Triumph Stag auto	1974	exc/restd	Brightwells	£9900
Triumph TR4	1962	vg/v.orig/stored/recom	Brightwells	£11,220
Triumph TR4	1963	exc/restd/ex-lhd	H&H	£22,120
Triumph TR4A	1967	exc/restd	Brightwells	£26,950
Triumph Vitesse 2-litre convertible	1972	f/restd (o)/stored	Charterhouse	£1980
Turner Mk2	1960	supb/new chassis & body	H&H	£15,400
TVR 3000S	1979	g/cracked windscreen	CC	£13,200
TVR Taimar	1977	g/gh	Barons	£7500
TVR Tasmin 280i	1986	g/refurb	Brightwells	£3300
TVR V8S	1992	g/orig/gh	CC	£14,300
Vauxhall Velox PA	1960	vg/part-repaint	H&H	£7000
Volvo 1800S	1967	vg/restd (o)	H&H	£15,120
VW Beetle 1300	1966	vg/restd (o)	Brightwells	£6060
VW Golf GTI Mk1	1983	exc/restd	Barons	£6390
VW Golf GTI Mk1	1983	vg/restd	Brightwells	£6160
VW Golf GTI Mk1 Kar cabriolet	1985	g/repaint (o)	Brightwells	£3520
VW Golf GTI Mk1 rally	1980	g/mods	Brightwells	£3410
VW Scirocco GLi Storm	1980	g/refurb	Charterhouse	£4180
VW T2 campervan	1966	supb/restd	H&H	£39,760
Woods Electric Queen Vic brougham	1905	vg/restd	Bonhams	£62,298

# AMERICAN HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Allard L 4-seater tourer	1949	Bonhams	£33,611
Allard L 4-seater tourer	1949	RM Sotheby's	£33,963
Arnolt-MG	1955	Bonhams	£25,745
Aston Martin 1 1/2-litre International	1931	Bonhams	£182,325
Austin-Healey 3000 MkIII BJ8	1965	RM Sotheby's	£32,175
Autobianchi Bianchina trasformabile	1959	Bonhams	£6793
Cadillac Eldorado Biarritz	1957	Bonhams	£64,363
Chevrolet Corvette L88	1968	Barrett-Jackson	£214,500
Cooper MkVI 500	1952	Bonhams	£17,163
Cooper MkXII 500	1958	Bonhams	£17,163
Cord 812 s/c phaeton	1937	RM Sotheby's	£114,400
Costin-Jaguar	1959	Auctions America	£235,950
Daimler DB18 Special Sports dhc	1950	Bonhams	£12,157
Dodge Daytona	1969	Mecum	£133,250
Duesenberg A sports-phaeton	1923	RM Sotheby's	£243,100
Duesenberg J convertible-coupe	1929	Auctions America	£911,625
Ferrari 365GTC/4	1972	Auctions America	£204,750
Ford Fairlane 500 R-Code	1966	Mecum	£178,750
Ford Galaxie 500 Lightweight	1963	Mecum	£104,000
Ford Galaxie 500XL convertible	1964	Mecum	£99,125
Ford Mustang Boss 429 fastback	1969	Mecum	£162,500
Ford Thunderbird	1957	Mecum	£146,250
Jaguar E-type S1 3.8 roadster	1962	Bonhams	£100,124
Jaguar XK150 3.4 roadster	1958	Bonhams	£37,187
LaSalle Se 50 convertible-coupe	1935	Bonhams	£82,241
Mercedes-Benz 280SE cabriolet	1970	Mecum	£102,375
Mercedes-Benz 300SE	1963	Bonhams	£29,320
Morgan Matchless Super Sports	1937	Bonhams	£57,211
Nash Metropolitan 1500	1958	RM Sotheby's	£25,025
National 40 Speedway	1911	RM Sotheby's	£250,250
Oldsmobile Autocrat 'Yellow Peril'	1911	RM Sotheby's	£454,025
Oldsmobile Fiesta convertible	1953	Auctions America	£135,850
Packard Six 5-passenger tourer	1914	RM Sotheby's	£268,125
Packard Twelve	1936	RM Sotheby's	£250,250
Packard Twin Six Custom sports-phaeton	1932	RM Sotheby's	£286,000
Pierce-Arrow 66-A 7-passenger tourer	1913	RM Sotheby's	£539,825
Pierce-Arrow Twelve convertible-coupe	1933	RM Sotheby's	£207,350
Porsche 911T 2.2	1971	Bonhams	£32,181
Rainier 45/50 7-passenger tourer	1908	Bonhams	£164,483
Rolls-Royce 20hp shooting brake	1929	RM Sotheby's	£42,900
Rolls-Royce Phantom Ascot tourer	1929	RM Sotheby's	£196,625
Rolls-Royce Phantom II torpedo tourer	1929	RM Sotheby's	£282,425
Rolls-Royce Phantom III HJM saloon	1936	Bonhams	£37,187
Rolls-Royce Phantom III Ins tourer-limousine	1937	Bonhams	£47,199
Rolls-Royce Silver Cloud II	1962	RM Sotheby's	£30,388
Rolls-Royce Silver Ghost landau	1914	RM Sotheby's	£375,375
Rolls-Royce Silver Wraith Vin razor-edge	1952	Bonhams	£28,605
Shelby Cobra 289 'Dragonsnake'	1965	Worldwide	£832,000
Shelby GT500 fastback	1967	Mecum	£123,500
Sunbeam-Talbot Alpine Mk1	1954	RM Sotheby's	£33,750
Volkswagen T2 21-window DL microbus	1965	RM Sotheby's	£66,138
Wanderer W25 K roadster	1936	Bonhams	£207,391

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it

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Scarab racers all sold at Bonhams Goodwood, including 001 Grand Prix car for £673,500



Singer Nine Le Mans, £11k, Charterhouse



Turner with new chassis, £15,400 at H&H



Allard tourer made £33,611 at Bonhams



Sunbeam Alpine, £33,750, RM Sotheby's



VW T2 21-window, £66,138, RM Sotheby's



Rare Wanderer W25, Bonhams, £207,391

#### SALE RATES AND STATISTICS

Auctions America, Indiana, USA, 2-6 September: 10% buyer's premium, 551 cars sold out of 870 offered - 63% sale rate, £12.4m sale total; Worldwide, Indiana, USA, 5 Sept: 10%, 49/52 - 94%, £3.1m; Central Classics, Bedford, 6 Sept: 10%, 30/52 - 58%, £126,000; RM Sotheby's, London, 7 Sept: 12%, 55/75 - 73%, £16.63m; Bonhams, Goodwood, Sussex, 12 Sept: 15%, 57/83 - 69%, £12.4m; Barons, Surrey, 15 Sept: 10%, 33/93 - 35%, £222,236; Charterhouse, Shepton Mallet, 16 Sept: 10%, 30/46 - 65%, £164,675; Mecum, Dallas, USA, 16-19 Sept: 10%, 699 sold, sale rate n/a, £16.13m; Brightwells, Herefordshire, 23 Sept: 122/164 - 74%, £1.46m; Barrett-Jackson, Las Vegas, USA, 24-26 Sept: 10%, 98% sold, £17.49m; Bonhams, Frederiksen Collection, 26 Sept: 15%, 42/48 - 88%, £16m; Bonhams, Simeone Museum, USA, 5 Oct: 10%, 63/75 - 84%, £2.15; Artcurial, Hong Kong, 5-6 Oct: 1/1 - 100%, £684,078; RM Sotheby's, Hershey, USA, 7-8 Oct: 10%, 175/181 - 97%, £10.62m; Bonhams, Zoute, Belgium, 9 Oct: 10%, 35/46 - 76%, £5.32m; H&H, Duxford, 14 Oct: 89/145 - 63%, £13.98m

#### CONDITION GUIDE KEY

f - fair; g - good; vg - very good; exc - excellent; supb - superb; conc - concours; sh - service history; fsh - full service history; gh - good history file; hi - historically interesting; orig - original; v.orig - very original; n.orig - not original; lm - low mileage; vlm - very low mileage; oo - one owner; fo - few owners; p - poor; refurb - refurbished; restd - restored; (o) - older; (s) - straightforward; (m) - major; p.restd - partially restored; compl - complete; inc - incomplete; not reg - not UK registered; recom - requires recommissioning; eng.rblt - engine rebuilt; repl.eng - replacement engine; mech.rblt - mechanically rebuilt; mech.refurb - mechanically refurbished; hm - high mileage; vhm - very high mileage

#### COACHBUILDERS KEY

Bert - Bertelli; Bkr - Barker; Btn - Bertone; Brew - Brewster; Cad - Cadogan; Cast - Castagna; C&E - Cross & Ellis; Chap - Chapron; Charl - Charlesworth; CLC - CL Charley; Flwd - Fleetwood; Fr - Frua; GN - Gurney Nutting; Grb - Graber; H&D - Hibbard & Darrin; HJM - HJ Mulliner; Hpr - Hooper; Ins - Inskip; JY - James Young; Kar - Karmann; Kel - Kellner; LeB - LeBaron; Mull - Mulliner; Mur - Murphy; PW - Park Ward; Ran - Ranalagh; Reut - Reutter; Scag - Scaglietti; SS - Schapiro-Schebera; Spn - Spohn; Tick - Tickford; Trg - Touring; VdP - Vanden Plas; Vig - Vignale; Vin - Vincent; Wilk - Wilkinson; Zag - Zagato



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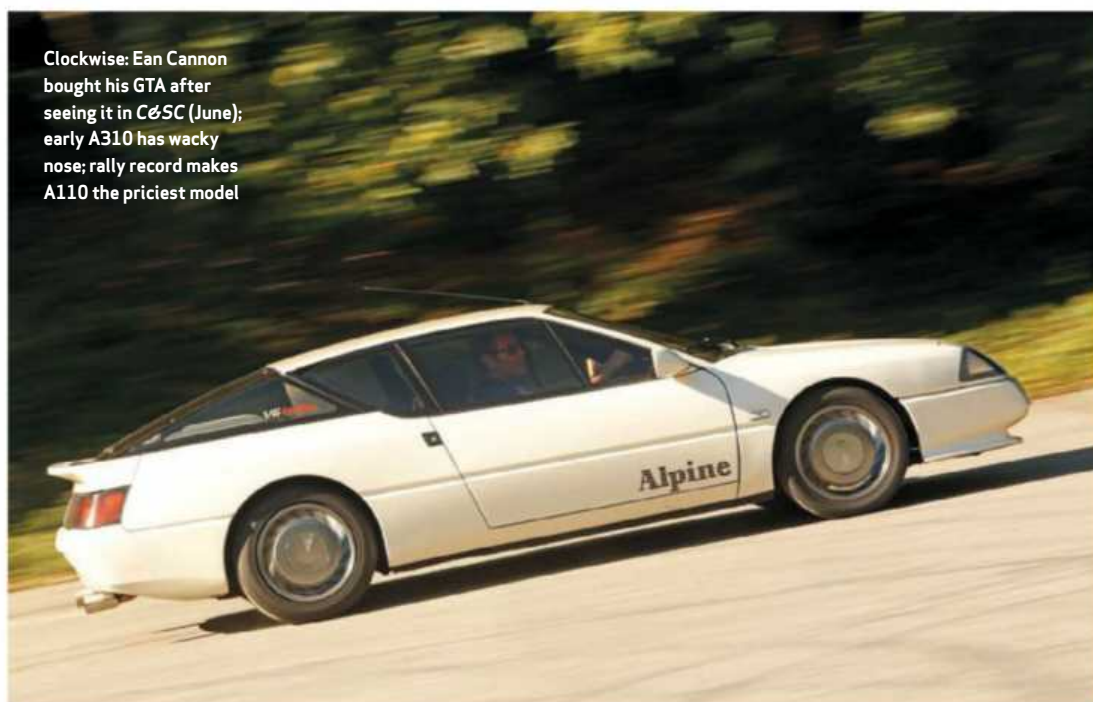
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# WILL ALPINE CLIMB NEW HEIGHTS?

Clockwise: Ean Cannon bought his GTA after seeing it in *C&SC* (June); early A310 has wacky nose; rally record makes A110 the priciest model



'The top of the pecking order is occupied by the A110, with some examples now commanding £90,000'



If our feature on Alpine-Renaults (page 124) piqued your interest, you'll be relieved to hear that values appear to have levelled off – for the moment, at least. Renault is due to relaunch the marque in 2016, so prices could well be stimulated further as awareness increases.

"There was a surge on the GTA at the start of the year," says Liane Metcalfe of Velocity Automobiles (020 8207 4041), "but things seem to have settled again." The Le Mans is the most sought-after, but only 325 were built – of which just 26 were UK-market cars.

Of the standard variants, Turbos are most plentiful and are more easily tuned, making them the more

popular choice, although the price differential isn't huge. You'll pay £8-10k for a good example of either, which makes specialist Paul Fraser-Sage's (020 3241 2065) smart Turbo tempting at £7850. By far the rarest GTA is the race-prepared Europa Cup. Only 69 were built, and if you can find one, expect to pay £35k.

Although the GTA was the Dieppe company's most mainstream model, the A310 remains its best-seller to date, with V6s being far more common than the four-cylinder type (of which just 2340 were built). At the time of writing, Parisian dealer Mahul Classic (0033 1 58 05 35 44) had a superb V6 for £21k, but purists may prefer the

styling of Velocity's 1971 VE. "The four-cylinder is considered by some to represent the last of the genuine Alpines," says Metcalfe, "and recent trends show increased interest."

The top of the pecking order is occupied by the A110, some examples of which are now commanding £90,000 – although you could easily pay twice that figure for genuine competition versions with works history. Original cars tend to be the most desirable, and mods such as wide arches can put people off. Most buyers want the 1600S, which makes them the priciest – a 1300 could be yours for about £50k.

Last of the line, at least until the launch of next year's coupé, is the

3-litre, 250bhp A610. Although based upon the GTA, the A610 shares very few components with the vehicle it replaced. By far the quickest road car that the firm produced, it sold in tiny numbers here – just 68 were built with right-hand-drive, in spite of one being cast as bad-guy Marcus Tandy's wheels in the BBC soap *Eldorado*.

If you fancy one, expect to pay around £14,000 for something decent. And if you want the very best, Fast Classics (01483 338903) has a stunning 2000-mile example that until last year was owned by Renault UK. At £41,995 it's not cheap, but try finding another with similar mileage and provenance.

## Giant-killing Coventry racer selling for serious wedge

Harris Mann's dramatic sports car has always been much maligned, but our mouths started watering when we spotted this ex-Bob Tullius TR8 – one of only two built – being offered by Californian dealer Grand Prix Classics.

After winning the Trans-Am title for Jaguar in 1977 and '78, Tullius' BL-backed Group 44 team turned its attention to the V8-powered Triumph for 1979. The car proved to be instantly competitive, taking four class wins from five starts in its first season, with another four in 1980 – making it one of the most successful SCCA and IMSA production-based racing cars built.

The Triumph's final race in period was the 1981 Sebring 12 Hours, after which it remained with Tullius until 2008. The car changed hands again in 2011, and was subsequently restored at a cost of nearly \$200k. It has since appeared at The Quail as well as in historic racing.

If this slice of history tempts you, go to [www.grandprixclassics.com](http://www.grandprixclassics.com)



Hugely successful TR8 will set you back a cool \$350k, but has superb pedigree



## Authenticity guaranteed

Aston Martin has announced the introduction of a certification scheme. Run by the Works division, Assured Provenance will provide confirmation of an individual car's correctness, and encompasses factory-modified as well as original examples.

Vehicles are assessed at the Newport Pagnell restoration and service facility, where they undergo a thorough visual and mechanical examination that includes 3D scanning. The results are then assessed by a Sanctioning Committee.

Owners of authenticated cars will receive a hand-crafted presentation case including a photographic record, certificate and a digital copy of the data, plus dashboard and sill plaques.

The scheme is subject to a £4000 assessment fee, plus a further £6000 if the outcome of the inspection is favourable.



From top: car's styling is guaranteed to turn heads; Knight Rider dash; big V8 promises huge torque

## Mighty American muscle

In the rarefied world of hypercars, few offer quite the wow-factor of the Vector W8. Boasting a 625bhp, twin-turbo 5972cc Chevrolet V8, the stateside monster was good for a 0-60mph dash of just 3.8 secs and, according to the manufacturer, could hit a top speed of 218mph. Impressive figures, even today. The W8 was also possibly unique among supercars in being fitted with a three-speed automatic gearbox – it was American, after all.

The firm encountered financial difficulties as the market went into meltdown in the early '90s, meaning that a meagre 17 cars were built. Unsurprisingly, they don't crop up for sale that often but if you fancy one, this two-owner, 700km-from-new example looks the business.

You can contact the German vendor on 0049 7334 969710 or by e-mail at [info@allmendinger.eu](mailto:info@allmendinger.eu)



### MARANELLO RETURNS

If financial gain is what drives your interest in classic Ferraris (we hope it's not), Red Blossoms can provide a report detailing which are the most promising investments. See [redblossoms.nl](http://redblossoms.nl)

### WHAT PRICE ORIGINALITY?

Excellent examples of the Citroën GSA are hardly common, but Pallas Auto (01322 837001) has what must be the finest available. The one-owner RHD car has covered only 7050 miles and is surely unique. Offers over £8k.



### SPACE AND PACE APLENTY

Fancy a V12 load-lugger but not keen on the Panther Daytona's styling? DK Engineering (01923 287687) is offering Chinetti's Ferrari 330 Vignale, while Nuvola (020 7603 3900) has this lovely Jaguar XJS-based Lynx Everter.

## Price watch Lotus Europa

"Five-speed Specials are the Europa that most people want, with black and gold paint being the ultimate," reckons Paul Matty ([www.paulmatty sportscars.co.uk](http://www.paulmatty sportscars.co.uk)). "They're still a little way off Elan values, but a perfect one, recently restored on a galvanised chassis, might nudge £40k."

A lot of cars were sold to the Far East before the financial crash: "Japan probably accounted for 75% of our Europa sales at one point. When the Japanese economy fell over, prices froze. They didn't really fall, because historic racing now seems to be the future. They're great on circuits."

Expect to pay £15,000 even for a poor Special needing a thorough restoration: "Twin Cams [105bhp to the Special's 126] top out at £35,000 but the Series 2 has seen a real resurgence in the past 12 months, probably because of racing. One that's spot-on will be £30k now and even projects won't generally be less than £10,000."

Early Series 1s, where the body was bonded to the steel chassis, are now very rare: "Most have gone into racing. You'll need £35k for a really nice one." Of the 9230 Europas built, approximately 4260 used Renault power, with the change to the Lotus Twin Cam occurring in October 1971.

By far the biggest money still goes on the Europa-based Type 47 race cars: "They're all accounted for, so there are no projects out there. With impeccable history and in top condition, they can fetch £150-£200,000." While outwardly similar, however, they were very different under the skin.



As you'd expect from Lotus, the Europa is a fine handling car and makes a great racer

### 1974 Europa Special JPS £37,950

A five-speed JPS car that was totally reconditioned to exacting standards by marque specialist Peter Day. It has covered only a nominal mileage since 01527 835656 (t)



### 1971 Europa S2 £14,995

This 43,000-mile Bahama Yellow S2 had a £10k mechanical rebuild in 2000 with few miles since then. Recent service and good body but the paint is tired 01227 728190 (t)





# AUDI TT Mk1

The concept car that brought Ingolstadt's sporting heritage back to life is knocking on classic status. **Malcolm McKay** investigates

PHOTOGRAPHY **TONY BAKER**



**B**ased on a shortened VW Golf 4motion platform and aimed squarely at the Porsche Boxster market, the TT was a brilliant derivation of the hatchback. It featured four-wheel drive and a choice of 1.8 turbo engines at first, later joined by a 3.2-litre narrow-angle V6.

Great looks and 2+2 Coupé or two-seat Roadster bodies were combined with Boxster-beating performance. *Autocar* was impressed, describing it as 'one of Audi's most engaging machines in recent times... a handling sensation next to its other performance cars... more alive than any Audi we've driven since the original quattro'.

The TT soon proved to be more popular in Britain than anywhere else and the range of options increased to include front-wheel-drive Roadster and Coupé with 150PS or 180PS, plus Coupé and Roadster quattro with 180PS, 225PS or 3.2 V6 250PS. The 225 Coupé quattro was by far the top seller and is generally regarded as the best affordable model today, the V6s and (in particular) the rare lightened 240PS Sport commanding a significant price premium.

Front-drive versions sold in relatively small numbers and came with five-speed 'boxes instead

of the six-speed unit of quattros and the sophisticated Direct Shift Gearbox (DSG) fitted to most V6s. With standard heated leather seats and a power hood, the Roadster is an appealing way to enjoy fresh air motoring. The TT also became a successful racer, Frenchman Laurent Aiello winning the DTM title in 2002.

An early recall on pre-2000 cars to adjust the suspension, fit ESP electronic stability control and a rear spoiler failed to dampen enthusiasm for the model – and neither did the BBC's *Watchdog* programme forcing the maker to replace faulty dashpods free on TTs with complete Audi history. It's one of the vital checkpoints.

A full service record is highly desirable on all complex modern cars, ideally from main dealers or respected independent specialists. Inspect panel alignment, because poorly repaired accident damage will come back to haunt you.

Be wary of modifications: have they been done well, has the car been thrashed, and what extra stresses are being put on other components?

There should be two keys and an emergency key, plus the radio code. Check that the remote locks and unlocks both doors as well as the bootlid. Also confirm that the warning triangle, jack, tools, compressor and tyre foam are in the boot.

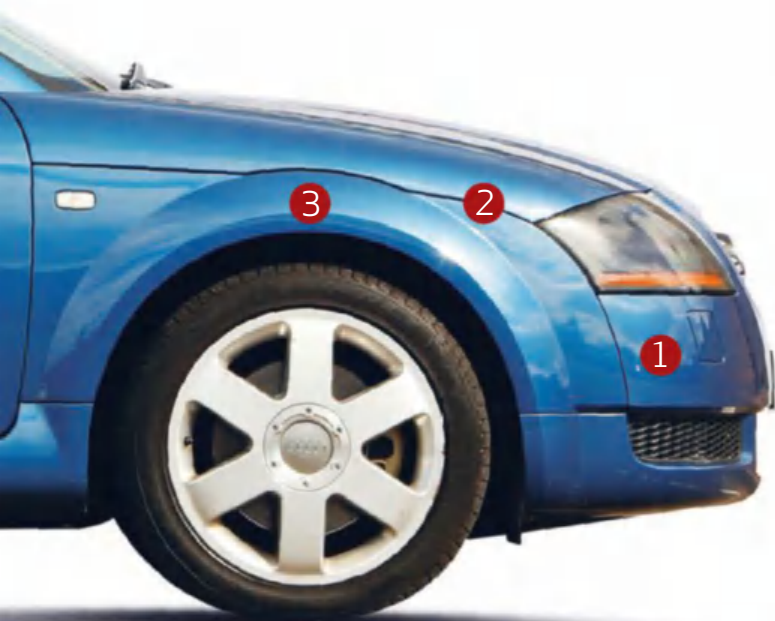


Roadster version was introduced a year after Coupé in '99



Abt (TT) and Bartels clash in DTM race at Norisring in '02





## Rot spots

Corrosion is rare due to the TT having a galvanised bodyshell, but can result from damage penetrating the coating

- 1 Front end: inspect for accident damage
- 2 Panel edges under bonnet
- 3 Front wheelarches
- 4 Paint bubbles on Coupé roof rails
- 5 Panel edges under car
- 6 Rear wheelarches
- 7 Rear end: check for accident damage



Ensure the **hood** operates smoothly and, if possible, look for leaks (lift carpets); replacement is costly. This car is for sale at Town Autos in Luton: 07448 324709



Check for **bolster** wear; cloth trim was standard on Coupés, although many and all Roadsters came with leather – some in dramatic colours such as silver



The 1.8 **engine's** cambelt, tensioner and water pump should be changed before 60,000 miles or six years (Audi said more, but some broke early). Look for oil leaks around the inlet manifold and the injector ports, as well as the cam cover. Well-maintained units exceed 200,000 miles; a misfire is likely to be a failing coil pack



**Electrical** problems are common. Check digital fuel gauge against range readout: c400 = full tank, discrepancy may mean a new dash pod (£1000) or repair (£300)



Manual **clutches** can fail at 60,000 miles; the pedal can break at about the same age unless reinforced. DSG on V6s lasts if the oil is changed every 40,000 miles



Wishbone and anti-roll bar **bushes** can need replacement at 30k miles on a hard-driven car. Knock may be broken a-r bar sleeves; dear to fix. **Springs** can snap, too



Damaged **alloys** are pricey to replace; up to £500 each for original equipment, but The TT Shop produces a set of four 18in replica Sport wheels for just under £600



Any TT is quick, with good handling and grip from four-wheel-drive models. Many have been uprated, but check that mods were done by a reputable firm



## On the road

Despite its high output, the Golf 'four' is very tunable; 225s have stronger internals than lesser models, but they can still fail if neglected. Less-powerful units may be substituted, so look for a BAM engine code to confirm that it's a 225.

The naturally aspirated V6 has a timing chain, which is more durable but can stretch by 100,000 miles, causing a ticking sound; replacement costs more than £1000. Also rev the engine and check for blue smoke, indicating wear: watch the near-side exhaust because the offside opens only on the move. Coolant temperature should reach 90°C within a couple of miles of starting from cold and stay there – anything else indicates thermostat problems or worse. Hesitancy and excessive smoke are usually due to a failing MAF sensor.

Maintenance might have been skimped on cheap examples, so go through the paperwork carefully. The Haldex (four-wheel drive) oil and filter should be changed every two years. The DSG is a superb piece of engineering, but pricey if it goes wrong (mechatronic units costing £1250 to rebuild). The six-speed 'box can function as a normal auto or, in Tiptronic mode, be worked sequentially by paddles or by flicking the lever back or forward – or treated as an automatic that changes up only at maximum revs. Try reverse as well, ideally driving in a circle both ways and listening for untoward noises – there shouldn't be any. The same test applies to manual transmissions, along with feeling that the clutch bites at the right level and that all gears engage smoothly.

Make sure everything works – aircon, audio alarm – and look for warning lights that stay on.



Fine build quality but electrical faults can be costly to fix

### OWNER'S VIEW Mike Edwards



"I bought my Roadster from a main dealer in '03," recalls Edwards. "Initially I was disappointed: it was much more modern and quicker than my old Coupé quattro, and the ability to drop the roof helped, but it somehow wasn't as nice. 12 years on, I've got used to its limitations; it's surprising how much can be carried in the boot or inside."

"I've had the clutch pedal snap; I've replaced the rear springs four or five times, and most front suspension bushes and joints – all easy DiY jobs. It has rusty arches on one side, which I assume is down to damage before I bought it. I'm surprised how much of the underside has rusty edges: hard to keep on top of, but largely cosmetic. My roof once lost the ability to open and close, and was repaired by the Audi agent at some cost."

## The knowledge

### WHAT TO PAY

Show 3.2 Roadster/Coupé Sport	£7000/9000
Average 225 Coupé/Roadster	£2750/3000
Restoration	£1000

### PARTS PRICES

Second-hand front bumper	£450
Engine rebuild	£2500+
Cambelt and water pump change	£370
Stage 1 remap (+35bhp)	£300
DSG mechatronic rebuild	£1250
Full service/just Haldex	c£200/c£100
Brake pads (axle set)	£36
Hi-flow catalytic converters	£818 (fitted)

### ON THE WEB

[www.ttforum.co.uk](http://www.ttforum.co.uk)

### CLUB

The TT Owners' Club [www.ttoc.co.uk](http://www.ttoc.co.uk)

### BOOKS

**Audi TT The Complete Story** Ruppert, Crowood  
**You & Your Audi TT** Shaw, Haynes  
**Audi TT Performance Portfolio 1998-2006**  
 Brooklands Books

### SPECIALISTS

**The TT Shop** 01234 853225  
**TC Garage** 01342 718556 **AmD** 01708 861827  
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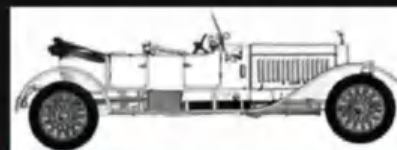
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# TIMELINE

**1995** TT Concept Coupé unveiled at Frankfurt Show and Roadster at Tokyo Show  
**1998 Sep** TT Coupé 2+2 launched, as 180PS (16in wheels, five-speed 'box) or 225PS (17s, 6-speed)  
**1999** TT Roadster introduced  
**2000 Mar** Recall to fit ESP, uprated front suspension arms and rear spoiler **Sep** six-speed gearbox standardised on all 180s and 225s  
**2001 Nov** S-Line 225 Coupé: red or silver, leather seats, 18in alloys, lowered suspension  
**2002 Jan** 18in rims and lowered suspension on all 180s and 225s **Nov** Coupé quattro 3.2 V6 added: Direct Shift Gearbox, bigger brakes, different front bumper and rear valance, larger rear spoiler  
**2003 Apr** Roadster 150 (front-wheel drive, five-speed, more boot space) and Roadster quattro 3.2 released **Dec** 3.2 available as manual  
**2004** New front-drive 180, optional Tiptronic 'box  
**2005 Mar** Coupé quattro Sport: 49kg lighter, 240PS (236bhp) **Sep** 150PS engine up to 163PS, 180PS to 190PS; 225PS options phased out  
**2006 Apr** TT Mk1 replaced

# FACTFILE

**Sold/number built** 1998-'06/275,339 (184,041 Coupé) **Construction** steel monocoque  
**Engine** iron-block, alloy-head dohc 20v 1781cc 'four', Bosch Motronic and KKK K04 turbo, or all-alloy dohc 24v 3189cc V6 with Bosch Motronic; 148bhp @ 5700rpm-246bhp @ 6300rpm; 155lb ft @ 1750rpm-236lb ft @ 2800rpm  
**Transmission** five-/six-speed manual or DSG semi-automatic, Haldex four-wheel drive  
**Suspension: front** MacPherson struts **rear** double wishbones, coil springs; telescopic dampers, anti-roll bar f/r **Steering** power-assisted rack and pinion, 2.8 turns lock-to-lock  
**Brakes** 312mm ventilated discs front, 226mm rear (V6 334/365mm), with servo and anti-lock  
**Length** 13ft 3in (4041mm) **Width** 6ft 1in (1856mm) **Height** 4ft 5in (1345mm)  
**Wheelbase** 7ft 11½in (2429mm)  
**Weight** 2816-3505lb (1280-1590kg)  
**0-60mph** 8.6-5.7 secs **Top speed** 133-155mph  
**Mpg** 23-35 **Price new** £24,050-29,000 (2001)

# INSURANCE

£838.90, for a Londoner, 30, full no-claims/clean licence on a garaged 2000 Coupé as 2nd car, value £5k, 5000 ltd miles. Lancaster: 01480 484848.

# THE ALTERNATIVES



## ALFA GTV/SPIDER

Slightly outclassed by the TT in drivability, the Alfa rival (also 1.8 'four' to 3.2 V6) oozed

character, sounded great and housed a fabulous engine. If heart rules head, you might go for this.

**Sold/no built** 1993-'04/80,747 **Mpg** 23-36

**0-60mph** 9.2-6.3 secs **Top speed** 130-158mph

**Price new** £19,715-26,340 ('01) **Now** £1-5000



## PORSCHE BOXSTER

A more accomplished sports car, but it's easy to get caught out with a money-pit in this price

range. Intoxicating flat-six sound, plus it's superb to drive; S reclaimed the performance crown, too.

**Sold/no built** 1996-'04/164,874 **Mpg** 25-37

**0-60mph** 6.5-5.7 secs **Top speed** 139-165mph

**Price new** £31,450-38,330 ('01) **Now** £3-11,000

# One to buy £6395

**Year of manufacture** 2005 **Recorded mileage** 74,179 **Vendor** Coral Cars, Newbury; tel: 01635 433660 **For** Excellent history; drives superbly **Against** Minor cosmetics; not the cheapest

This 3.2 V6 is generally tidy and unmarked. It has a full history, the latest of six stamps being from a recent visit to DF Newbury. The December 2009 one at 42,000 miles carries a note that the DSG and Haldex were included, but this might have been done again because it's part of the 20k/40k oil/oil and filter service intervals.

Its alloys are unscuffed, shod with Dunlop SP front and Michelin Sport Pilots rear, about half worn. There's no spare, though the can of gloop is unused; some of the tools are missing. The hood is dusty in places but would scrub up.

The motor is clean and tidy with pink coolant to level. There's surface rust starting on one end of the strut brace, and the window cover for the chassis number on the scuttle is a little crumbly.

It's generally good inside, but the seat suede is going a bit 'fluffy' – more so on the driver's side – and there are the usual small scratches on the aluminium trims of the door pulls. The electric roof, windows and wind deflector work perfectly.

It fires instantly, pulls strongly, plus the DSG functions well and responsively in all three modes – fully automatic, slapstick manual shifts or paddle changes, holding the revs longer in the Sport setting. The brakes are powerful and pull up straight; the temperature sits steady at 70°C.

There's only one key, but the MoT runs until August 2016 – the current one showing advisories for a couple of front suspension rubbers.



Bodywork excellent; undertrays mint; exhaust good, too



Interior is smart, bar a few scratches and bobbling suede



V6 just serviced: no leaks but fresh oil is a tad over-filled



The featured early 1.8 is for sale at Auto Inn Cars, Luton: call 07982 835769; see [www.autoinn cars.co.uk](http://www.autoinn cars.co.uk)

# Our verdict

There's a wide choice of TT models, so understand them and decide which suits you best before going out to look. As with any well-built modern, problems are few and, because of tight production tolerances, if there are any faults all examples will suffer them. Beware cheap cars; go for one that's been well looked after – it will save you thousands in the long run.

## FOR

- Great Bauhaus looks
- Strong enthusiast following
- Excellent performance and handling
- Good parts and specialist back-up

## AGAINST

- Interior is a bit plasticky
- Some have been crudely modified
- Complexity means non-routine jobs are costly
- 'Bargains' might have patchy service history

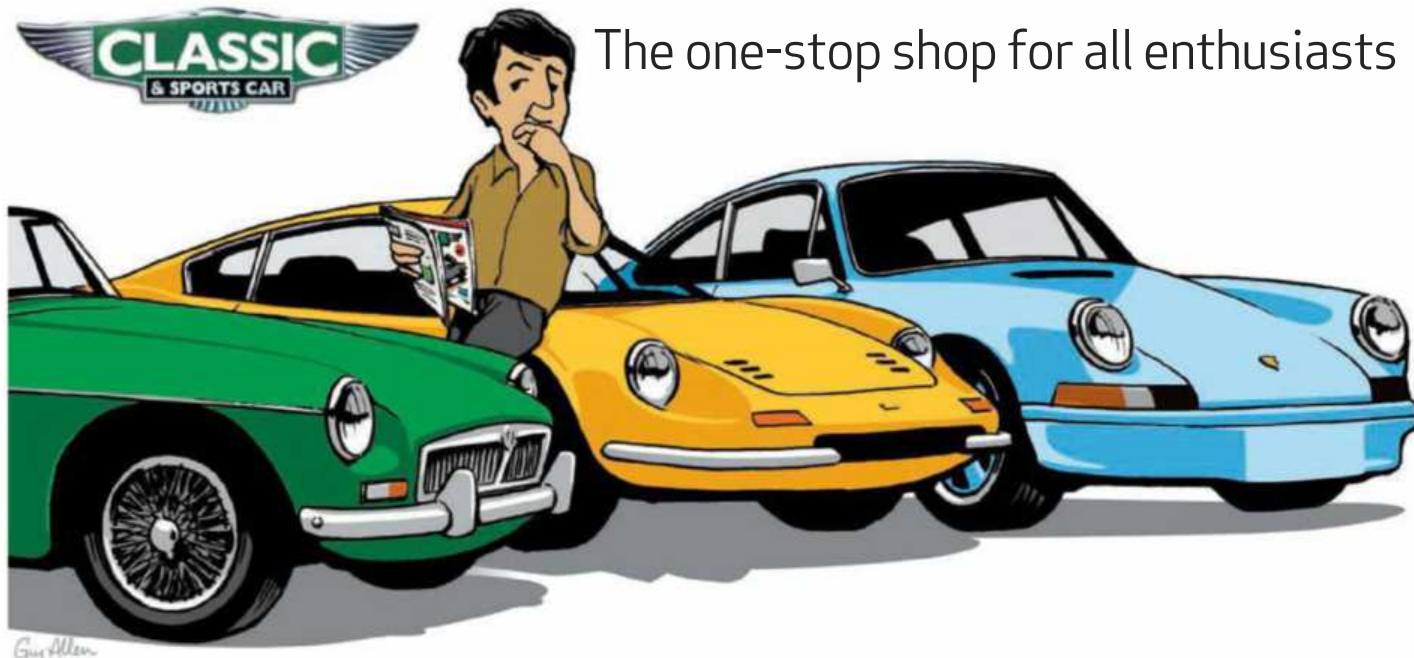


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**How long have you been in business?** Desmond Smail and I set up ASK 10 years ago, but I started off at the age of 17 selling Lancias, then moved to Rolls-Royce and Jaguar. I joined Aston Martin Sales some 23 years ago.

**What would you never part with?** My Bristol Brigand. It's the ultimate in understatement and few people know what it is. I like that.

**What's your dream classic?** An Aston DB4GT or a 'Blower' Bentley.

**What's your favourite event?** The Goodwood Revival. The cars, the racing, the clothes and the atmosphere – it's wonderful. Or Techno Classica Essen, which offers everything you could possibly wish to see as a classic car nut.

**What should people buy now?** An Aston Martin Vanquish – it's the last of the proper Astons. They are gorgeous, and full of that special magic and character that so define the marque.

## CASE HISTORIES Cars for sale we've tested this month



1933 Bentley Park Ward p209



1901 De Dion-Bouton p214



Ferrari Dino 308GT4 p219

*Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated*

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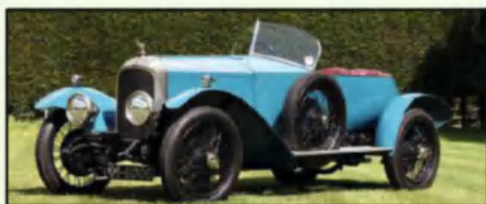




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Lotus Elan Sprint FHC. 1972. This is a fine example, finished in yellow over white, with a Spyder spaceframe chassis, alloy radiator, Revolution 5 spoke knock-on wheels and Spyder roll cage. Both interior and exterior are in superb condition and it comes with an excellent history, going right back to its original bill of sale. PRICE: £34,500

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1949

1 of 27 built



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1970

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## CASE HISTORIES



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### BENTLEY 3 1/2-LITRE PARK WARD

**Year of manufacture** 1934 **Recorded mileage** 22,895

**Asking price** £42,000 **Vendor** Thornley Kelham, near Cirencester, Gloucestershire; tel: 01285 869791; www.thornleykelham.com

#### WHEN IT WAS NEW

**Price** £1100 (chassis) **Max power** 105bhp **Max torque** n/a  
**0-60mph** 20.4 secs **Top speed** 90mph **Mpg** 16-18

This glorious-looking Bentley was supplied, early in 1935, by Jack Barclay to the sixth Earl of Carnarvon at Highclere Castle (the setting for *Downton Abbey*). It retains its original Park Ward body, though it was first painted black and white with a red chassis, according to the copy build sheet.

Apart from the paint and the driver's seat hide, which has been replaced, it's very original, now exhibiting a shabby chic. The doors close and fit well, and the sliding sunroof still works perfectly. The blue paint is starred and fading on the doors, but the black wings are holding up nicely. The plating to the radiator shell and the headlights is good, though the left lamp glass is cracked. It has decently treaded Avons all round, with the same on the spare. The chassis is sound, with plenty of lubrication present around the kingpins and joints, so the one-shot oiling system must still be working.

Inside, the front carpet has disappeared and the passenger seat is distressed – presumably the driver's side was worse before it was done. The rear leather is less worn – nicely patinated – while the door trims and headlining are smart. The timber on the fascia and door cappings is in fine order, too, the only issue on the dash being one lightbulb and lens missing.

The motor is tidy, with evidence of a small coolant leak above the water pump. Its fluids are clean and to levels, plus the Bentley still has its jack, handle and starting handle, as well as the flask-style spare bulb kit.

The 3889cc 'six' starts readily with a little ignition retard and runs silently. There's no play in the steering, which is as fluid as it should be, the gearchange is slick and positive and the brakes have a firm, progressive feel, pulling up well. Temperature is steady at 65-70°C and oil pressure, warm, is 35psi at 2000rpm. The ride is smooth and there's torque as deep as a barrel of treacle. This old Bentley behaves superbly and even the semaphore indicators work. Interestingly, some of the correspondence refers to an inspection by Will Fiennes of Fiennes Restoration, who felt that it might well be a low-mileage car, and the way it drives bears this out.



#### SUMMARY

##### EXTERIOR

- Tired paint, lovely chrome

##### INTERIOR

- Excellent wood and headlining; some leather upholstery poor

##### MECHANICALS

- Healthy, goes really well

**VALUE** ★★★★★☆

**For** Wonderfully original; possibly low mileage; performs beautifully  
**Against** Scruffy paint and interior  
**SHOULD I BUY IT?**

If driving is more important than shiny paintwork, then this could be the one. It doesn't look expensive, although respraying it would be







Ferrari 328 GTS 1989. ABS.  
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Ferrari Classiche.



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18000 kms



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red leather.



Porsche 2.4 S Targa. Blue Oxford with original  
beige interior. Matching. Porsche Classic  
certificate. 3 Owners always remains in Spain.



Ferrari 330 GTC. GRigio scuro with black  
leather. 1967. #11171. restored entirely in Italy few  
years ago by us. Ferrari classiche.



Porsche 2.4 S. 1973. Silver with black Recaro  
seats. Car is coming from an overhaul restoration.  
matching. Porsche classic. All files and invoices.

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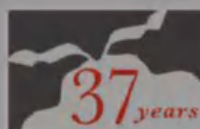
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# CASE HISTORIES

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## DE DION-BOUTON 4 1/2 HP TYPE G

**Year of manufacture** 1901 **Asking price** £70,000 **Vendor** Robert Glover, Bicester Heritage; tel: 07779 079827; www.robertglover-ltd.com

### WHEN IT WAS NEW

**Price** £200 **Max power** 4 1/2 hp **Max torque** n/a

**0-60mph** n/a **Top speed** c30mph **Mpg** n/a

This delightful vis-à-vis completed every Brighton Run from 2001 to '11 and it's on the button... sorry, crank. De Dions are known by their engine number, in this case 6060, but this one also has a modern chassis number imposed on it by the DVLA. It was rebuilt by its gifted engineer owner in the '70s, after which it was blessed in Holt Parish Church (there's a photo).

It's in splendid order, with good paint, nicely patinated hide, unworn tyres and plenty of meat on the externally contracting brakes – two work from the floor pedal, the third from the drive control/ratio selector. The rear suspension and drivetrain have recently been rebuilt with refurbished driveshafts, now carrying modern rubber boots concealing 'pot'-type CVJs. It was rewired and the ignition coil rewound last year. The motor is smart, with polished brass and a lovely timber case to the coil, but the Zenith carburettor may be a later device than 1901. There's water visible under the tiny radiator cap and the total-loss oil set-up is replenished every 15 miles from a delightful original can on the offside running board.

The 498cc (84mm bore, 90mm stroke: do the sums; we had to) single starts easily via the side hand crank (its drive chain is in good shape) and runs well, but it's a bit throttle sensitive – maybe due to the later Zenith carb. Once you've told your brain to forget everything you know, it's simple to operate with nearly all the controls on the column – two ratios, fairly direct steering via tiller and you don't often need to tinker with the advance/retard. It gets down the road well, with a delightful chuffing that pleases everyone in earshot. Stopping with all three brakes deployed won't challenge your G tolerance, but gets you arrested before you get arrested.



### SUMMARY

#### EXTERIOR

- Superb paint and plating

#### INTERIOR

- Decent leather, aged perfectly

#### MECHANICALS

- Tidy; properly titivated; runs well

**VALUE** ★★★★★★☆☆

**For** Easy to drive

**Against** Total-loss ignition; remember a spare battery

#### SHOULD I BUY IT?

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## CASE HISTORIES

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## FERRARI DINO 308GT4

**Year of manufacture** 1976 **Recorded mileage** 58,202

**Asking price** £49,995 **Vendor** Justin Banks, Tunbridge Wells, Kent;  
tel: 01892 536813; [www.justinbanks.com](http://www.justinbanks.com)

### WHEN IT WAS NEW

**Price** £9442 **Max power** 252bhp **Max torque** 210lb ft  
**0-60mph** 6.9 secs **Top speed** 154mph **Mpg** 18-26

It's time to re-evaluate the GT4 because they've climbed so strongly in the past two years. Now £50k is the market for these sharp Bertone 2+2s.

This one is straight and appears rust free, but the paint lets it down a little, being microblistered and with some minor bubbles at the front edge of the driver's door. More seriously, there are other small areas at both bottom corners of the 'screen. But the chassis tubes look solid, as do the floors, and the sills are uncorroded, the flanges and joints in good repair.

The bumpers are smart, the wheels were refurbished in 2012 and the exhaust is recent, with a stainless finisher plate. The suspension rubbers aren't perished, the CVJ boots are sound and tyres are half-worn, Michelin XWxs on the front and Fuldas on the back, with an unused spacesaver.

Inside, the carpets, dash and vinyl are nice. The seat centres were retrimmed in 2012 when a new wheel and headlining were also fitted. This hides a factory sunroof, which presumably rendered itself redundant.

The housing for the pulls is broken, but we managed to get both lids open. There's no airbox; the motor wears gauze filters though the original intake throats are in the boot. The oil is slightly used, and just over 'Max'. The coolant, beneath a new cap, appears rusty and colour-indeterminate, but the plug leads and coils are newish. The most recent cambelt change was during a big £2881 service at 54,786 miles, three years ago.

It starts easily, and drives really well, feeling like a cross between a 246 Dino and a Stratos. Initial rear wheel bearing and perhaps driveshaft noise quieten as it warms. Talking of which, the engine temperature rises alarmingly to 100°C before dropping suddenly when the thermostat opens, settling at 80°C. The oil pressure is a reliable 5bar-plus.

The steering is light with good feel, plus the brake pedal is firm – the calipers were new in 2013. For a Ferrari of a certain age, the electrics are doing well: the headlights, windows, aerial and even the clock all work, but the fan switch is broken. It comes with a handbook in the factory leather wallet, service book, a sheaf of old bills and an MoT until 2 December.

## SUMMARY

### EXTERIOR

● Almost rot free; a few paint flaws

### INTERIOR

● New seat cloth and headlining

### MECHANICALS

● Temperature gauge initially scary, but the car performs well

**VALUE** ★★★★★☆☆☆☆

**For** Goes better than you'd expect; mostly standard, bar air filters

**Against** You're always going to worry what's under the surface

### SHOULD I BUY IT?

This is where the market for 'entry level' Ferraris is now. It's charming, but would benefit from tidying







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Alfa Giulietta Spider 1957 concours, documented restoration, hardtop. Euro 85,000



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Mercedes 280 SE 3.5 Litre V8 Coupé 1971 81,000 km, Euro 115,000



Jaguar XJR-S 1992 61,000 km one of 124 LHD cars. Euro 39,500

Alfa Giulietta Spider 1957  
Alfa Giulietta Sprint Veloce 1960  
Alfa Giulia Sprint 1600 1963  
BMW 3.0 CSi 1973  
BMW Z8 2001  
Citroën SM 1971

Ferrari 250 GT PF 1960  
Ferrari 250 GTE 1963  
Ferrari Dino 308 GT4 1979  
Ferrari 328 GTS 1987  
Ferrari Mondial T 1989  
Ferrari 456 M GT 2000

Ferrari 550 Maranello 1998  
Lancia Flaminia GT 2500  
Lotus Elite 1960  
Jaguar XK 120 OTS 1953  
Jaguar Mk 2 3.8 1962  
Mercedes 300 SL Roadster 1957

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1952 MG-TD/C Mark II Roadster - **SOLD**  
1953 Bentley R-Type Saloon - **SOLD**  
1954 Sunbeam-Talbot Alpine Special Roadster  
1958 Austin Healey 100/6 BN-6 2-seater roadster - **SOLD**  
1960 Jaguar MK II Saloon  
1961 Rolls-Royce James Young SCT-100  
1962 Bentley SII Saloon  
1963 Austin Healey 3000 MK II Roadster-3 carb  
1967 Jaguar XKE Series I Roadster - 36k - **SOLD**  
1972 Triumph TR-6  
1974 Jensen Healey  
1983, 1986(2) and 1987 Jaguar XJ-6 Series III Saloons

2001 Aston Martin DB-7 Vantage Volante - 18k  
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2002 Aston Martin DB-7 Vantage Volante - 8k  
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1991 Mercedes-Benz 560-SEC Coupé  
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1997 Mercedes-Benz SL-500  
1998 Mercedes-Benz SL-500 Coupé/Roadster  
1999 Porsche Boxster - 12k  
2000 Mercedes-Benz SL500 "Sport" Coupé/Roadster - **SOLD**  
2005 Porsche "997" Carrera "S" Cabriolet - 22k, as new - **SOLD**  
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#### AMERICAN:

1939 Chevrolet LeBaron Sport Brougham  
1941 Packard LeBaron Sport Brougham - **SOLD**  
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Release Date To Dealer: 11th August 1955, Chassis Number: S800014 DN

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**Suffolk SS100 Jaguar** 4.2 litre in Gunmetal Grey with red interior and red wheels. Manual gearbox, overdrive, Very low mileage. All usual extras including full weather gear, heater, luggage rack. Historically registered as HRG 445. Lucas QK 596 headlights and a spotlight. Blockley tyres. New MOT. A lovely classic car to go touring in, enjoy life! More details on my website.



**Suffolk SS100 Jaguar** XK 3.4 litre engine and 4 speed overdrive gearbox. One owner, only 25,000 miles. Indigo blue with light grey interior. Blockley high Performance tyres, heater, luggage rack, aeroscreens, windings, full weather gear in mohair, luggage rack. Registration number SSL519. New MOT.

**Mercedes 200 saloon.** 1983. grey with grey/blue interior. One owner for 47 years. 117,000 miles. Looks like 17,000 miles. Excellent throughout and has new MOT. £4,350.



**Morris Mini Minor 1961.** Time warp condition. Bodily unrestored but super rot free body having been laid up for 36 years. We had engine fully reconditioned by Scholar Engineering in 2011 and less than 1000 miles since. Drives beautifully. All original paintwork except NSF wing. £9,500.



**BMW Alpina M535i** Automatic Metallic Black with all correct Alpina decals and badging. Very rare. One of only 24 RHD Alpina from Sytner BMW UK. Superb car. Registration B10 ALP. New MOT. More details on my website. See the 7 page feature article on this car in 'Total BMW' magazine, Nov 2012.

## Roger Williams

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## CASE HISTORIES

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### HILLMAN MINX 1600 CONVERTIBLE

**Year of manufacture** 1962 **Recorded mileage** 78,095

**Asking price** £7950 **Vendor** Pioneer Automobiles, near Newbury, Berkshire; tel: 01635 248158; www.pioneer-automobiles.co.uk

**WHEN IT WAS NEW**

**Price** £840 **Max power** 56bhp **Max torque** 86lb ft  
**0-60mph** 22 secs **Top speed** 79mph **Mpg** 28

This Minx, a late Series IIC so it's 1592cc instead of the previous 1494cc, had a bare-metal respray a few years back – presumably carried out before the bumper rechroming, for which there's a £500 bill dated 2013. Lots of old MoTs confirm the mileage and a notebook from its first owner details every penny spent on the car, including petrol, until 1985. There have been three keepers since then, the most recent from 2005.

The doors had new metal at their bottoms and there's some plop in the rear arches, but the structure seems solid, the floors and chassis cruciform looking strong. The offside door fit is a lot better than the nearside, but they both shut well. Judging by the welding on their seams, the sills have been replaced, and look a bit bellied in the middle from some angles, but they all do that, Sir. There's a small ding in the nearside sill, and the spear trim on the front wing that side is a bit squashed, too, though the rest of the brightwork, including the delicate aluminium grille stamping, is good.

The seat vinyl is probably original and holding up well, better than the hood tonneau, but the hood is newish, as are the tyres, 165-section Elegant radials. There's an old narrower crossply on the spare. The dash is a little scratched and tired, though it's all there, and the carpets were probably new when the body and paintwork were done. The engine bay is tidy, but the battery is secured with a bungee cord. The heater trunking looks new, while the oil is at mid level and coolant full in the radiator.

It starts easily on a little choke and it's livelier than you might expect, with decent torque, but there's a minor blow from the exhaust. There's no oil-pressure gauge and it doesn't get hot. The brakes pull up firmly and it's a surprise to find that they're drums all round. There's no slop in the steering linkage, which is fluid but there is a clonk from the offside front corner, which you feel through the wheel – confirmation of a little play in one kingpin, advised on the latest MoT, which runs until September 2016.

The Minx comes with sundry bills, and a couple of manuals.



### SUMMARY

#### EXTERIOR

- Fair paint; shutlines variable; brightwork mostly smart

#### INTERIOR

- Factory vinyl; fresh carpets

#### MECHANICALS

- Generally sorted; goes nicely; couple of advisories on the MoT

**VALUE** ★★★★★☆☆☆

**For** A rare car that drives well

**Against** Looks a bit tired in places

**SHOULD I BUY IT?**

If you want a small, stylish convertible that seats four and will actually take you places, then this Hillman could be just the thing

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**1949 Bentley Mk6** Midnight Blue over Cream Beige hide is piped Blue with Dark Blue carpet. Perfect two tone coachwork and unmarked interior. Received an £80,000 restoration. This stunning example is undoubtedly one of the very finest **£48,000**



**1956 Bentley S1 Mulliner Six Light Saloon** finished in Cardinal Red with Tan hide interior. Benefits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout **£97,500**



**1957 Rolls Royce Silver Cloud I.** Two tone blue, dark tan hide, blue piping, blue lambs wool over rugs. 88600 miles. Comprehensive history file, past MOT's back to 1982. Many invoices back to early 60's. Original Rolls Royce build sheets. Very original condition inside and out, retaining original full tool kit, having scarce electric windows front and rear, power steering. **£39,950**



**1958 Bentley S1 L.H.D. with power steering.** Black over green. Stunning interior trimmed in grey hide. 70,000 miles. Being an export car this S1 features many scarce options including factory A/C & sundry glass. Excellent coachwork, spotless chrome, stunning condition. **£62,500**



**1959 Rolls Royce Silver Cloud 2.** Sand over Sable, light tan interior. One family's ownership. Extensive service history. Invoices back to 1968. MOT's from 1971. Original handbook, full tool kit. Perfect interior, excellent wood work. 66900 miles. Beautifully maintained, stunning original condition. New MOT, fully serviced. **£59,900**



**1964 Rolls Royce Silver Cloud III.** Shell grey, grey hide. Factory options include A/C, e/windows. 88000 miles. 2 owners. Comprehensive history file, many invoices for works carried out. Includes original handbook and copies of the Rolls Royce build sheets. Concours condition. **£95,000**



**1978 Bentley T2** finished in dark Green with tan hide interior. Covered just 56900 miles with an extremely comprehensive history file many invoices. This is a perfect example of a scarce car with only 558 T2 ever having been built. **£29,950**



**1978 Rolls Royce Corniche Convertible LHD** finished in White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with service History and Build Sheets. A very attractive Left hand drive example in excellent condition **£44,950**



**1982 Rolls Royce Corniche Convertible.** Royal Blue. Light tan hide, dark blue carpets, Lamb's wool over rugs in excellent condition. 85000 miles. Excellent service history. 1st class condition. Maintained to the highest possible standard. New Mohair hood. A stunning example. One of the finest of its type on the market today. **£58,950**



**1993 Rolls Royce Silver Spirit III.** Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles, presented in first class condition throughout **£18,450**



**1996 Bentley Brooklands SWB LPT.** Black Garnet with Magnolia hide interior, piped in red with red carpets. 70,000 miles with full service history known to us for over 5 years. Replacement of cylinder head gaskets 3,000 miles ago. Extremely smart example presented in 1st class condition throughout and offered with full service history. **£15,750**



**1988 Bentley Eight.** Ocean Blue with Parchment hide piped Light Blue. 105,000 miles. Full service history from Specialists and Jack Barclay. Known to us since 1999 and have carried out 6 services on her. This excellent example is presented in fine condition throughout and is offered as a very useable classic Bentley. **£11,250**



**2012 Bentley Continental GT 6.0 W12 Mulliner Driving Specification.** Anthracite, Portland and Beluga hide grey lamb's wool over rugs, carbon ceramic brakes. Naim audio system. Presented in perfect condition, this one owner car has been chauffeur driven from new and has covered a mere 10,000 miles. **£97,500**

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**1969 Aston Martin DB6 MKII** finished in Silver Blue with contrasting Blue hide interior and Pale Grey Wilton carpet throughout. A stunning example, upgraded to 4200cc by well known marque specialists with 5 speed manual transmission. Sitting on perfect chrome wire wheels. 90,000 miles from new, with a comprehensive service history file. Previously owned by an AMOC club official. It has had a complete new clutch less than 2 years ago with little use since. Only 246 of this model were produced making it a very rare Aston Martin which will undoubtedly continue to appreciate. The car is available to be shown by appointment. Any inspection is invited. **£POA**



**1966 Jaguar E type 4.2 Series one Fixed Head Coupe.** An original right hand drive, UK supplied Motor Car in the same ownership since 2008 and previously in single long term ownership since 1991. Finished in its original colour of Opalescent pale blue with contrasting Navy blue hide interior, sitting on chrome wire wheels. In 1991, it had a comprehensive restoration by marque specialists XK Engineering. Now 24 years on, it is no longer a freshly restored car, just a beautifully kept example requiring minimum of improvement to return it to pristine condition. It comes with a meticulously kept history file detailing expenditure spanning 25 years with numerous previous Mot certificates and a Jaguar Heritage certificate. A superb car to drive - we are sure it will continue to appreciate. Very realistically priced in this condition. **£79,950**



**1995 Aston Martin DB7 16 Coupe** Production of the DB7 began late in 1994 at the new Aston Martin factory at Bloxham near Banbury in Oxfordshire, previously used by JaguarSport for the construction of the XJ220. The construction of the DB7 was a significant departure from previous AM practice as the body structure was a steel semi-monocoque with some composite panels such as the nose and bonnet. This particular car was the 21st car to be built and has remained in superb condition. Manual 5 speed transmission allows high speed cruising at relatively low engine revs. Interior with walnut dash and door cappings. The paintwork has also been well looked after and the alloy wheels are unmarked. This car has spent a considerable amount of time in the South of France, purchased from the long term owner. I had the pleasure of driving the car from Aix en Provence - it performed in a faultless manner for the whole trip. An exceptional example of a very early DB7 and will no doubt increase in value. **£25,950**



**1955 Austin Healey 100/4 BN2** - The subject of a total restoration, one of only 1100 cars produced. Being a BN2, the car is fitted with a 4 speed gearbox with overdrive rebuilt by Hardy Engineering. The workmanship is of the highest quality and is reflected in the exceptional manner in which this car drives. It comes with a thick history file containing numerous invoices, photographs and a British Motor Industry Heritage Certificate confirming that the car has matching numbers. So few of these cars were produced - they are becoming rarer to find in this condition. **£69,950**

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**FERRARI 365 GTB/4 DAYTONA COUPE, 1971**, Rosso Nearco/Black, Restored, 3-Owners from new, Factory a/c, Original Becker AM/FM radio, Borrani wire wheels, Full service and ownership history, USA specification, Matching #'s, Documented by Massini. Excellent in every way! **\$850,000.00**



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**FERRARI 365 GTC/4 COUPE, 1972**, Rosso Rubino (non-metallic)/Tan, 39,000 from new, All mechanicals restored 6,000 miles ago, Documented by Massini, Collector owned & cared for, Excellent in every way, Extensive ownership & history file. **\$395,000.00**



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## CASE HISTORIES

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### JAGUAR MkX 3.8

**Year of manufacture** 1963 **Recorded mileage** 49,635

**Asking price** £24,995 **Vendor** Percival Motor Co, Pye Corner, Ulcombe, Kent; tel: 01622 851841; [www.percivalmotorco.co.uk](http://www.percivalmotorco.co.uk)

#### WHEN IT WAS NEW

**Price** £2156 **Max power** 265bhp **Max torque** 260lb ft  
**0-60mph** 10.8 secs **Top speed** 115mph **Mpg** 12-23

This MkX is just about mint. It had one owner until 2009 when, after 23 years in storage, it was recommissioned and resprayed to cure fading paint. Since then the engine has been detailed and fitted with a Pertronix distributor, plus it's had various mechanical works such as a steering joint and a driveshaft UJ, rear brake calipers rebuilt as well as the offside fuel tank replaced. A new front floorpan was let in by Alan Carrington in 2011.

It's dead straight, rot-free and the doors fit well. A split windscreen rubber is the only thing you can pick up on. The chrome is all of excellent appearance, even though the front bumper is a little wavy, the rear one mildly scratched and the bootlid plinth a bit pickled. The tyres are decent Michelin XWXs, with an unused-looking Dunlop SP41 on the spare, which might be an original. Tucked behind it is a complete factory toolkit.

Inside, the front leather looks newer than in the back, which is nicely patinated. The veneers and cappings are perfect – as is the headlining – and it features the rare 'Henlys' central armrest along with a steering lock.

The straight-six was painted recently after receiving fresh core plugs and the enamelling is still intact on the new exhaust manifolds, held on with gleaming brass nuts. The radiator was changed and the dynamo rebuilt in 2009. Incredibly, for an XK motor, there are no leaks. Its oil is dark and just over 'Max', the coolant level is correct and the auto fluid nice and pink.

The Jag drives superbly, taking a while to fire cleanly on all six thanks to not having had a decent run for some time. Oil pressure goes right over to 60psi on start-up and hardly falls from there, which is strong for an XK, while the water temperature is steady at 70°C. The automatic gearbox shifts smoothly, the intermediate ratio hold still functioning, the power steering is fluid and the brakes are firm. Even the original radio crackles when you turn it on, though we couldn't actually pick up a station.

The MkX will be sold with a Jaguar Heritage Certificate, spare keys, handbooks and sundry bills, plus an MoT until May next year.



#### SUMMARY

##### EXTERIOR

● Sharp shutlines; brilliant paint; pretty good chromework, too

##### INTERIOR

● Near perfect; wood beautiful

##### MECHANICALS

● Much looked after and healthy

**VALUE** ★★★★★★☆☆☆☆

**For** About as good as when it left Browns Lane – probably better!

**Against** It's almost too shiny; the wheeltrims rattle a bit

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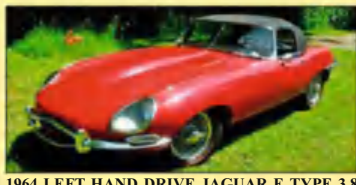
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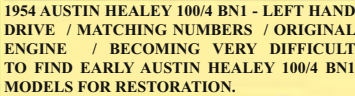
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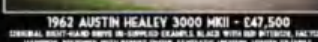
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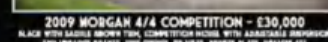
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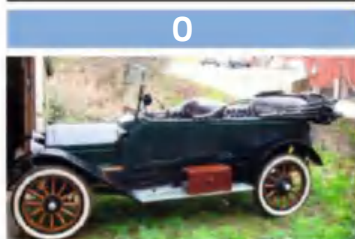
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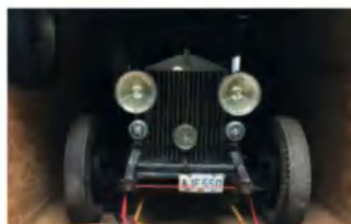


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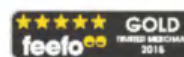
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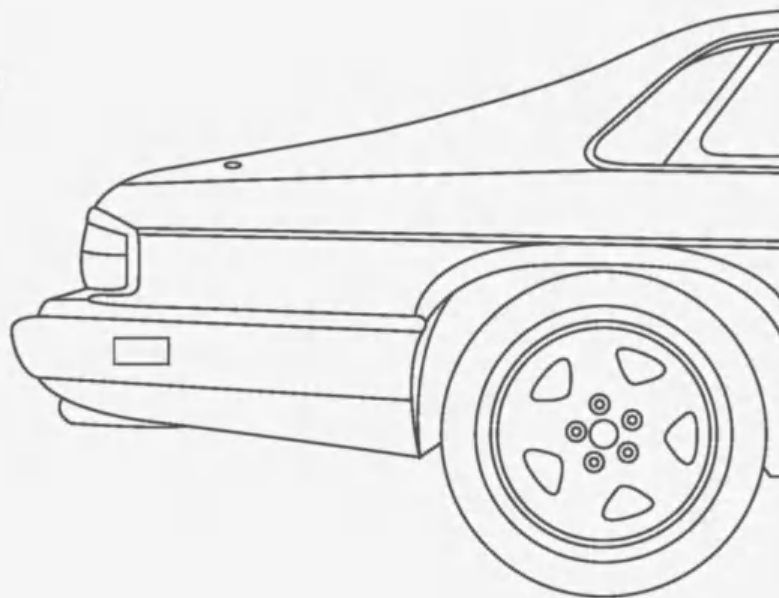
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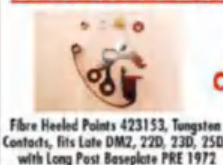
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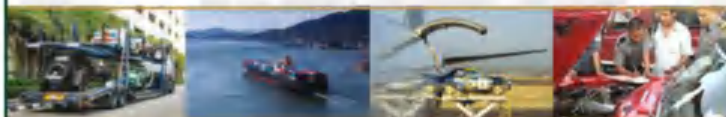
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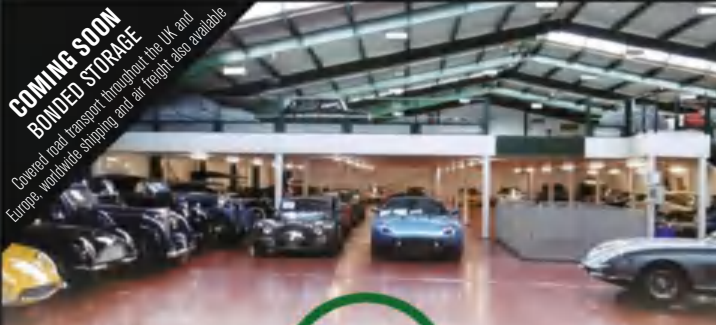
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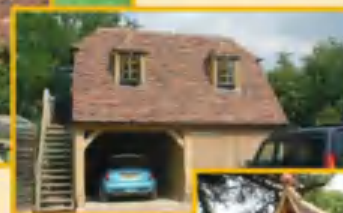
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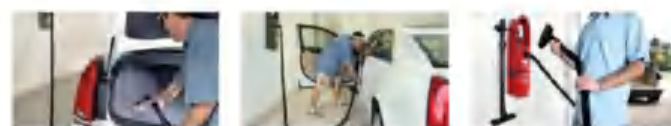
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# de Cad's heroes

With five wins at Daytona, plus three at Le Mans, Hurley Haywood is without doubt America's finest endurance racer, and his name will for ever be linked with Porsche

**M**y prompt for this month's Hero arose while I was standing a few feet from a live television broadcast at the Pebble Beach concours in August. There next to me, waiting his turn to go on camera, was indubitably the most successful American long-distance driver of all time, Hurley Haywood. Occurrences such as this are always pleasing because I get the chance to catch up with characters I may not have seen for some time, and it's always good to see them healthy.

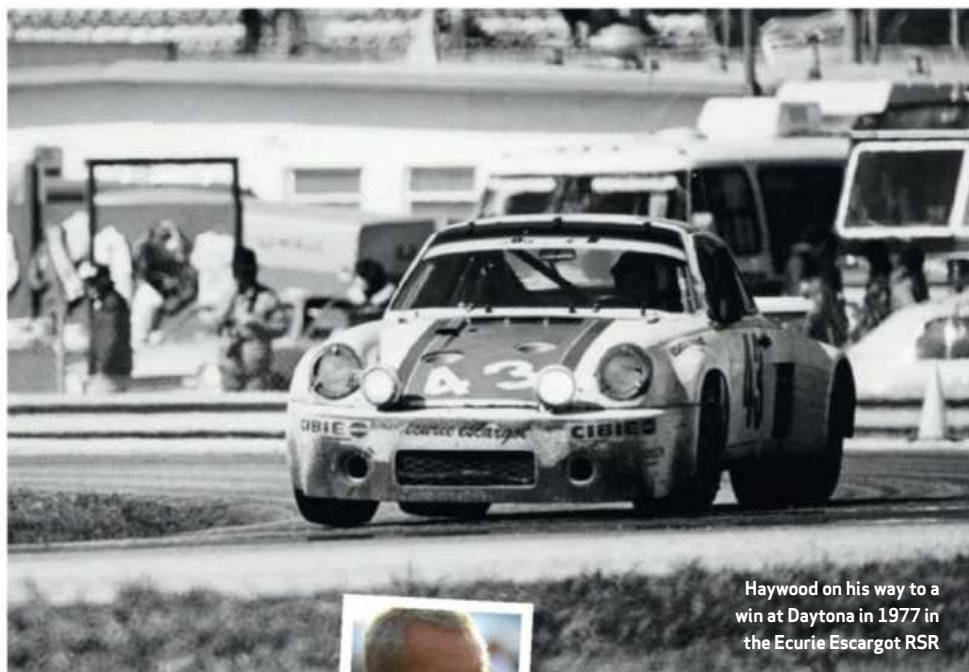
Hurley's competition career didn't start until 1968, when he was at college. Club racing in his Corvette showed a natural affinity for controlling a car that was getting out of shape and, much to the chagrin of his rivals, he was an instant winner.

One event was attended by Peter Gregg, an ex-Harvard Naval officer who was owner of the Brumos Porsche agency in Jacksonville. Hurley beat him fair and square, and was later visited by a clearly impressed Gregg. The two became friends and partnered up for the '69 Watkins Glen Six Hours, winning their class in a 911S.

Vietnam called, and Hurley was drafted into the conflagration for 1970 but returned to win the 1971 GT championship for Brumos, repeating the result in '72. He had his first run at the Daytona 24 Hours in '71 and won his class there the following year. He took outright victory with Gregg in 1973, driving a Porsche RSR.

Altogether, Hurley amassed a remarkable five outright wins at America's most prestigious endurance event, coming out on top again in 1975, '77, '79 and '91. Combine that with two wins at the ever-bumpy Sebring 12 Hours, in 1973 and '81, and you have the recipe that puts him in the pantheon of American racing drivers.

But, of course, that's just for starters. Outright wins at Le Mans in 1977 in a factory Porsche 936 alongside Ickx and Barth, in '83 in a 956 partnered by Vern Schuppan and Al Holbert and, finally, in '94 in a 962 with Yannick Dalmas and Mauro Baldi, really move him up into the all-time greats. Throw in some Indianapolis 500 performances, plus noble efforts in the 935K3, Jaguar XJR-5 and XJR-6 at Le Mans and you



Haywood on his way to a win at Daytona in 1977 in the Ecurie Escargot RSR



## HURLEY HAYWOOD

**Born** 4 May 1948

**From** Chicago, Illinois

**Career highlights** three-times winner of Le Mans 24 Hours (1977, 1983 and '94); five victories in Daytona 24 Hours (1973, '75, '77, '79 and '91); 1988 Trans-Am champion

have as versatile a driver as you could ask for.

What was his secret? He was a natural for the job: always calm, unassuming and obviously brave when needed. Consistency is a large part of his success and, without doubt, he has a brilliant feel for machinery. If today's endurance men can sprint their cars relentlessly for hour after hour, that wasn't the case when Hurley was active. Okay, so Porsches don't break – well, not often – but you still had to pace yourself, even in a 956. Haywood excelled in handing his mount back to his team-mates in the same state as he took it

out, while hammering around on the pace. A quintessential requirement for winning.

Today, Hurley has plenty of input to contribute via the Brumos Porsche driving experience that he runs in Florida. Rather a nice thing to be doing, I would think. In some ways, the wheel has turned full circle for him because he can now impart his knowledge and experience to those who want and need that benefit prior to stretching their own limits.

Porsche, wisely, makes much fuss of its racing heroes from the past and present, and so it should. When you raced against these people, there was precious little time to see them or talk to them. Today, at functions such as Rennsport at Laguna Seca, there they are – only too happy to tell you all about it. Believe me, it's a real treat.

Alternatively, buy a Porsche from Brumos, get down to the Gainesville Raceway and have HH himself put you right in your own car. I cannot think of a more delightful and beneficial thing you can do to improve your driving.



## 1967 ALFA ROMEO TIPO 33/2 DAYTONA COUPE

Chassis 019 was built in 1967 by Autodelta, the Alfa Romeo works competition company, for the 1968 Daytona 24 Hours. 019 was one of three Tipo 33/2's that Alfa Romeo entered, finishing first, second and third in its class. Following the race, 019 remained in the USA where new owner Mr John Martino entered the car in the Six hour race at Watkins Glen. The car then exchanged hands a couple of times before going to Japan, where it formed an important part of both the Hayashi Collection and the Abarth Gallery Museum. It remained there for many years, before being bought to the UK in 2001 when a significant yet sympathetic restoration was carried out, in order to fully race prepare the car. Since completion of the restoration, 019 has been campaigned at many prestigious historic events including the Le Mans Classic



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## 1972 BMW 3.5L CSL BATMOBILE - FALTZ-ALPINA

Like most BMW E9 Competition Coupes of the period, this car began life as a CS Race car, run under the Faltz-Alpina Racing Team banner and competed in German/European Championship races in 1972. Sold to Josef Benedens later that year, the car was upgraded to Group 2 CSL Batmobile specification by Manfred Nicht and continued to compete in the German/European Championship through to 1975. Later sold to Peter Herke, a German racer based in the USA, the car continued to be campaigned in the American IMSA Sportscar Series. Recently subjected to a significant restoration by marque specialists to correct Group 2 Specification, this CSL Batmobile is ready to race competitively

*Also currently for sale*

1950 JAGUAR XK120  
1953 PEGASO Z102 COUPE  
1965 FERRARI 275 GTS  
1972 PORSCHE 2.7 RS TOURING  
1973 PORSCHE 2.8 RSR  
1991 FERRARI F40





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